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Hongkong Weekly Press.

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ARRIVAL OF MAILS.

The English Mail of June 15th arrived, per the ss. *Delhi*, on Wednesday, July 11th, at daylight.

FAR EASTERN NEWS.

His Excellency the Governor will officially open the new Harbour Offices on Monday morning at 10 o'clock.

The proposed reduction of the garrisons of Indo-China is meeting with adverse criticism from the French journals.

The pay of the employees of the Imperial Railways in North China has been raised in order to stop the squeezing reported by one of our correspondents some time ago.

The meteorological observations taken at the Hongkong Observatory during the month of June show that the total maximum temperature was 87.2 deg., the minimum 78.9 deg., and the total rainfall 5.895 inches.

An American journal, desirous of insinuating delicately that Mr. Speaker Cannon at 73 will be too old for a presidential candidate, remarks that "the American people are not in the habit of giving a man nuts after he has lost his teeth."

The Directors of the Shanghai Gas Company, Ltd., have declared an interim dividend for the half-year ended 30th June last, at the rate of 7 per cent. or Tls. 3.50 per share, on the paid-up capital of the Company, payable on the 25th instant.

During the first quarter of 1906 the exportation of rice from Saigon has risen to 131,339 tons. The principal destinations were: France, 28,375 tons; Dutch Indies, 22,285 tons; Philippines, 19,265 tons; Hongkong, 15,511 tons; and Japan, 345,826 tons.

The new Harbour Office, which is now completed and ready for occupation, will be opened on Monday, 16th instant. The new office is in Connaught Road Central (New Praya) nearly opposite the Hongkong, Canton and Macao Steamboat Co.'s wharf.

The *Echo de Chine* states that there has been found, blocked in the ice near Nicolaivesk, the German steamer *Soerabaya*, which tried to run the blockade of Port Arthur in the late war, and of which there has been no news until now. All the men on board had been frozen to death.

The Parsees of Hongkong have engaged counsel to represent them in the Shanghai litigation to which we recently referred. The case is whether the trustees for certain property in Shanghai may use it for purposes not specified in the trust deeds, if objection be made.

We note in a recent printing-trade journal that the fact of a workman completing twenty-five years' service in a firm is regarded as worthy of a paragraph "in these days of labour troubles". Apropos we may mention the death this week of a compositor who has been in the employment of the *Daily Press* for the long period of 47 years.

Prince Ching has approached the Foreign Ministers with a view to drawing up special regulations to control the Christian missions in China to supersede or enlarge on the indefinite clauses in the existing treaties. The Ministers are said by the *Nanfangpao* to have agreed to receive and refer China's suggestions to their Governments for consideration.

Several bathing parties had a somewhat interesting experience at Stonecutter's on Wednesday evening. The launch *Kwong Tung* had apparently anchored too near the shore, and when the mixed party on board decided that it was time to return they learned that the vessel had grounded. Two launches came to her assistance and after considerable excitement, due to the ropes slipping, she was pulled off and returned to Hongkong without further adventure.

The writer of the "Lettre de Hongkong" in *L'Avenir du Tonkin*, says that the arrival of a French dentist in the Colony appears to have created some excitement among the Americans who exercise this lucrative calling. The teeth-drawers speak of nothing less than the creation of a monopoly. In a port so free as Hongkong it is enough to bring ridicule on oneself to express such a bizarre idea. Monopolies cannot take root in a city so largely open to free competition and the development of all energies.

The matshed at Blake Pier is being re-roofed at present. Apparently nothing is to be done yet to remove the ugly erection and replace it with something more in keeping with the importance of this landing place.

The many friends of Mr. H. W. Merrill will regret to hear of his untimely end at the early age of 30. Mr. Merrill was taken to the Government Civil Hospital on the 4th instant, where it was found he had contracted an attack of typhoid fever, from which he died yesterday. He was an assistant in the town office of the Quarry Bay Sugar Works, and was a well-known amateur photographer, his photos in Messrs. Loong Hing's exhibition, and in a later exhibition at Shanghai, winning commendations from experts in the art.

On the 12th July by order of the mortgagee, Mr. Lammert, auctioneer, put up for sale by public auction all that piece or parcel of ground situate at Shaukiwan Road and registered in the Land Office as Inland Lot No. 1,705. The lot has an area of 207,900 square feet, and is held for a term of 999 years granted by a Crown lease dated February 1st, 1904, subject to the payment of an annual Crown rent of $478. Erected on the said lot is the valuable property known as the Metropole Hotel. As at the previous day's sale, there were evidently only two intending purchasers out of the number present. Bidding opened at $20,000, and rose slowly to $26,000, at which figure the property was knocked down to Mr. Ley Sing-kiu. Mr. F. X. d'Almada e Castro was the solicitor for the vendor.

On the 11th July Mr. G. P. Lammert, auctioneer, offered for sale by public auction, by order of the mortgagee, section 5 of Kowloon Inland Lot No. 1,011, together with the messuage or tenement and other erections thereon, known as No. 10, Kennedy Street, Yaumati. Also a mortgage debt dated 21st October 1901, on the remaining undivided moiety of the said section for the repayment of the sum of $2,700 and interest at 6 per cent. per annum. The premises are held for the residue of the term of 75 years, created therein by a Crown lease dated July 24th, 1900, and subject to the payment of a Crown rental of $7. The property has an area of 1,147 square feet. There was a good attendance, but bidding was not brisk, and the lot was eventually sold to Mr, Yeung Hing-yip for $3,500. Mr. Otto Kong Sing was the solicitor for the mortgagee.

Tientsin papers of the 2nd instant contain particulars of an extraordinary and unaccountable outrage committed by a coolie on Mr. O'Hara, one of the junior mess of Messrs. Collins & Co. The coolie entered the compound of the hong about 7 a.m. on Saturday, the 30th ult., passed the watchman without challenge, took a rifle with bayonet fixed from a stand in the hall, and made his way to Mr. O'Hara's bedside. Mr. O'Hara was fortunately half awake and just in time realised he was being attacked. He sprang out of bed on the wall-side and shouted for help. His next room colleague, Mr. Dixon, rushed in and attacked the coolie with another bayonet, but in the meantime Mr. O'Hara had sustained several nasty wounds. It was not until Mr. Morling arrived with a stout stick that the coolie was eventually laid out. Mr. O'Hara happily escaped any fatal injury, though only narrowly. The motive for the attack is unknown, but insanity is suggested.

CHINESE AND FOREIGN LORE.

(*Daily Press*, 9th July.)

A correspondent of the *Times* at Peking, evidently well informed as to the state of affairs in China, recently made some valuable remarks as to the effect of the movement which has set in in China in the direction of the study of foreign literature. He points out that the movement at its present stage is not without some elements of danger, on the well known principle that "a little knowledge is a dangerous thing". This of course is undeniable, but it is still a question whether in some cases a little knowledge is after all less dangerous than complete ignorance. The beginnings of new studies are always apt to take a fantastic shape: Knowledge of a specialist character is usually overestimated in value and is apt to engender the kind of conceit which has been a fertile subject of satire—"la belle chose de savoir quelque chose." But it is well not to be impatient of such little manifestations of weakness, and to recognise that they may have a useful as well as a comical side. They no doubt take a crude and at times a ridiculous form at first, but after a little they may prove to be the initial stages of what may turn out to be an advance in knowledge such as may lead to solid and valuable results. The writer above referred to is not wrong in considering that it is no small thing to find the Chinese getting out of the old grooves in any way. It is a great step in advance of the old state of Chinese opinion that they should recognise that there is anything in foreign book-knowledge worth serious consideration; but at least this point has been reached, and it may be hoped that it will be the beginning of better things. We are so much inclined to accept our own standards as the only ones worth considering that we find it difficult to understand that the Chinaman does exactly the same thing with regard to his standards. Hitherto he has looked upon foreigners (as it must be admitted in fairness they have very largely looked upon him) as people having nothing worthy the name of literature, and has concluded that nothing could be learnt from them except practical science and this chiefly in the direction of more formidable warlike appliances than the Chinese had yet become acquainted with. The idea that a foreigner might have written something which could compare in wisdom with the Chinese classics has until recently been looked upon as altogether outside consideration. This view, however, cannot fail to have been shaken to some extent by what the Chinese are well aware has taken place in Japan. They find a nation who took a large part of its literature and civilization from China herself studying with respect the civilisation and literature of foreign nations; and, as a result, they also see before them a vast improvement not only in external relations, but also in the internal administration of that country. This fact cannot fail to strike them quite as much as the material success of Japan in the late war; and, notwithstanding all their prejudices, they cannot but recognise that the position of Japan has been largely due to her study of foreign institutions and her acquaintance with foreign languages and literature. The writer notes that the demand for Western literature has increased enormously since the abolition of the old methods of examination. "Literature, modern, healthy and instructive," is, he says, "being brought into China by the ton. There is immense activity in the publishing houses in Shanghai and Japan, and altogether great changes are in operation." This movement he admits is at times misdirected and some evils are attendant upon it, but he considers that "its general tendency—a striving towards greater national efficiency, however impossible of attainment that may seem in China—is one that all nations interested in modern progress should regard with some measure of sympathy and encouragement". With this view, most people will agree. If the Chinese generally recognise that it is possible for them to obtain some knowledge of statesmanship and administration from the hitherto despised foreigner, a great step will have been made in the direction of ultimate improvement. This has hitherto been almost hopeless from the Chinese inveterate habit of looking backward rather than forward, and considering that all the defects in the country are the result of their departing from the infallible principles of Government of ancient times. If they will only face the actual facts and recognise that the ancients are the ancients, but that they are the people of the present day, there is a hope that they may set to work in earnest to obtain a system of government suitable to existing circumstances and the near future, instead of trying to hark back to the conditions existing in the time of the Mings and the still more distant past. Such a change in the Chinese mind is a very great one; but there seems to be room for hope that the stirring events of recent times have in some small degree brought it about. The fact that the Chinese have manifested a general desire to acquire a knowledge of English, as is stated by the writer to the *Times*, would seem to indicate that they have at last realised that there are facts and possibly even principles of government which they can learn with advantage from foreign nations. This once realised, the great obstacle to improvement, namely, their self-sufficiency and conservatism, will be at least modified, and may in time be removed, and the way may be thus opened for the introduction of necessary reforms. This process must of necessity be of a very gradual character, and it is not likely that any such sudden change will occur in China as has taken place in Japan It, however, the Chinese honestly endeavour to improve the administration of their country by what they can learn from foreign nations, there is every reason to hope that their practical commonsense will enable them to make improvements in each direction where improvement is necessary in such manner and at such times as may be suitable for the changes that have to be made.

THE CHINESE AND OPIUM.

(*Daily Press*, 10th July.)

Fondly imagining with many others that the "Opium Question" was a dead horse as a subject of interest, we confined our remarks, when referring to its recent resurrection in Parliament, to the melancholy spectacle presented by latter-day legislators who seem afraid to entertain any opinion likely to cost them a vote. But the old *ad captandum* statements are re-appearing, the former mendacities again rearing their hoary crests. In the present day, it seems almost absurd to argue upon the subject seriously. It has been over and over again proved to demonstration that the opium question in China has never really been anything else but a fiscal matter, and that the Chinese never have made, and have never had the slightest intention of making, any real and *bona fide* effort to put down opinion smoking; but on the contrary have always been careful to do all in their power to preserve the handsome revenue which they derive from the drug. It was for a long time alleged that the British Government was solely responsible for the introduction of opium into China; but more than thirty years ago, the absolute falsehood of this statement was shown by the fact that in a Chinese novel known to be then over a hundred and thirty tsars old, opium smoking was spoken of as a familiar habit of the Chinese. This fact was mentioned first by one of the Commissioners of Customs, and from his report it found its way into a Blue Book, which latter was quoted chapter and verse in a letter, to the London *Times*, in answer to some screaming arguments as to the disgrace to our escutcheon, etc., which were made in the course of a debate in the House on this favourite topic. This was in the year 1878. No reply was attempted by the Anti-Opium Society or anyone else to this unanswerable argument, and the question was considered as set at rest for the time being. It is no doubt thought that sufficient time has now elapsed for this and other equally convincing facts to be forgotten, and thus the never-ending controversy has been revived, with all the fervour of a theological controversy. Different kinds of belief are necessary to differently constituted people; and it seems that there are some who cannot exist without the belief that all the evils that have ever arisen in China are due to our having introduced a pernicious drug, which we did not introduce, and whose perniciousness, if used in moderation, is by no means established. Whatever may be the exact facts on this latter point, upon which opinions differ, in the same way as they do in regard to the use as opposed to the abuse of alcohol, the fact remains that the Chinese authorities have no more idea of putting an end to opium smoking than of turning back the ocean. They know only too well that the one would be as easy as the other. The only question that really interests them is whether more revenue can be got out of Chinese opium or out of the imported article, and it has been to this point that attention has been directed by the Chinese authorities from the very first. This fiscal question, like many others in China, is one upon which the Imperial and the Provincial authorities have opposite interests. The duty upon imported opium goes to Peking; the squeezes which are levied by local officials by first prohibiting the use of the drug in their districts in high-sounding proclamations and then receiving bribes to let infringements pass, goes into their own pockets. There is thus always a large class in China who would gladly see the importation of opium done away with; and it is in reality from sources such as this (little as the good missionaries who are primed up on the subject suspect it) that the bulk of the complaints which they are made the instrument of bringing forward really emanate. These facts are so well known that it seems almost absurd to restate them, but for the fact that a motion has now been pushed through the House of Commons condemning the opium traffic. This, of course, will be highly gratifying to the Anti-Opium Society, and to that vast set of people who love being extremely moral in respect to distant countries, especially when they know little or nothing about them. The answer which was made by the SECRETARY of STATE for India is not, however, quite so encouraging to these enthusiasts as they might wish. Mr. JOHN MORLEY, now Secretary of State for India, must have deeply regretted the trammels of office, when he could only reply that "if

China seriously desires to restrict the consumption of the drug, the Governments of India and Great Britain will agree to a plan which has this end in view, though at a cost of some sacrifice of revenue". The promise is sufficiently vague to suggest that its practical effect will not amount to very much—at all events towards putting down the consumption of opium in China. It may be that the Chinese Government will (as they have always before done when the question has been brought before them) use the occasion for attempting to get further duties out of Indian opium; but it is to be hoped that if the matter is treated in this way, our representative at Peking will insist on being assured that some *bona fide* action is being taken by the Chinese. It is not likely that the latter will be in favour of suppressing the import altogether and losing a substantial revenue, as no one knows better than they that such a step would not put an end to the consumption of opium, but would only be giving a monopoly to the native grown article—which is the particular kind which, on account of its comparative cheapness, is made use of by the masses of the people.

BIG SHIPS.

(*Daily Press*, 11th July.)

The sometimes heard complaint that the romance of the sea has gone with the wind-blown ships is not to be instantly admitted. The question arises if the romance has not merely changed in form, to its betterment. Those who paddled along the coast in coracles might as justly have complained of the ocean-going galleons, which added wonderfully to this aspect of seafaring; and when looked at rightly, there is no dearth of romance about the new Cunarder *Lusitania*. The matter-of-fact statements now appearing in the public press would a few years ago have come quite appropriately from the pen of JULES VERNE, without detracting from our admiration of his wonderful imaginative gifts. In mere length the Cunarder launched last month offers some points for ejaculations of amazement. A London paper points out that the combined frontages of the Hotel Cecil and the Savoy equal only half her length. If an attempt were made to get her into the Cosmopolitan Dock, by the time her stem touched the inner Tai-kok-tsui end, there would still be two funnels and a full half her length showing outside. The biggest basin of the Hongkong and Whampoa Dock Company would not conceal her; there would be over two hundred feet, enough for a fair-sized steamer, left outside. There is not enough room, by more than a hundred feet, for the *Lusitania* to lie between Murray Pier and the Wardley Street Wharf; but wharf accommodation might just be managed by removing Blake Pier and the Ice House Street Pier, and mooring one end to Douglas Pier and the other to the Wardley Street Wharf. A glance at the scale-map in the *Directory and Chronicle* shows that the *Lusitania* on land would just span the length between Blake Pier and the Bowling Club. She is nearly three times the length of the Hongkong Hotel, and stands a little higher. The *Lusitania*, in short, is eighty feet longer than any vessel now afloat. As her calculated speed is to be twenty-four to twenty-five knots an hour, or about a knot more than the German record, her power has to be expressed in marvellous figures. Her turbines must develop 68,000 h.p., or just 30,000 h.p. more than the s.s. *Kaiser Wilhelm II.* has got. The biggest steamers that have visited Hongkong have already given us an idea of the deceptive appearance such monsters present when afloat. The eye cannot realise for us their dimensions, so carefully are the proportions worked out. The "slender-looking funnels" of the *Lusitania*, we read, are each large enough to allow two locomotives to pass each other inside. The masts are a couple of feet taller than the corner towers of St. Paul's Cathedral. She has normal accommodation for 1,300 third-class passengers, 500 second- and 550 first-class, in addition to a crew of about 800. This means that without undue straining of her capacity she could comfortably take away every white-skinned resident of Hongkong, as enumerated in the last census. It would be quite easy to get lost among the ramifying corridors of her eight floors and the electric lifts must be a necessity rather than a luxury. At the time when the Cunard Company decided to adopt turbines, H.M.S. *Amethyst* represented the greatest horse-power applied to marine turbines. For the *Lusitania* the required power is five times as great. "The step forward in power was practically as great," says Sir William White, in the engineering supplement of the *Times*, "as the total advance made gradually with reciprocating engines in from forty to fifty years." It is to a combination of state aid and private enterprise that this great advance in the shipbuilding art is due. There has been and is much division of opinion both as to the policy of the annual subsidy and the capital loan to the Cunard Company, and as to the real advantage to the Navy in the arrangement. Probably the experiment will be repeated; but, questions of policy apart, the result, if all goes well with the new vessels, will be agreeable to the British people. The race for supremacy of speed appeals to their sporting instinct. Those who mourn for the romance of the sea have surely only to compare the elocular craft of a few generations ago with this many-chambered floating hotel, to see that their mourning is vain. With the *Dreadnought* and the *Lusitania* there appears every justification for the claim now being proudly made in the papers, that Britannia once more rules the waves.

THE KOWLOON-CANTON RAILWAY.

(*Daily Press*, 12th July.)

The questions asked in Parliament last month, concerning the construction of the British section of the Kowloon-Canton Railway, and Mr. WINSTON CHURCHILL's answers thereto, are the subject of a special communication from our London correspondent, which we publish elsewhere. It appears that the Member who at his suggestion put the questions was Mr. H. G. LEA, representing East St. Pancras, and not, as we wrongly assumed at the time, Mr. A. H. LEE. Mr. LEA, it will be seen, is a new member, but by no means a nonentity. He appears to take a keen interest in all Colonial and Imperial matters, which is as might be expected from a man with the broadening experiences indicated by our correspondent. The interest of the questions, which appeared in full in our telegraphic column on June 15th, does not, however, depend upon the man who asked them. They were questions that were being asked locally, and no satisfactory answer seemed to be obtainable except by approaching the fountainhead. It will be noticed that to those interested in London Mr. WINSTON CHURCHILL's reply has failed to give entire satisfaction. The form which the questions took left a loophole for the UNDER-SECRETARY to give a perfectly bona fide reply, and yet to avoid the main purport of the questions. As we pointed out at the time, the questions as put carried an implication which the Colonial Office could honestly repudiate. It was impossible to deny that the Crown Agents were involved, as they had been, or were intended to be, directly interested from the beginning. The general mistrust of the Crown Agents, to which we referred, would be within the knowledge of the Colonial Office, and it was, as a matter of fact, evinced in almost every line of the interrogation. No statesman of modern calibre could think of giving a plain "Yes" to such a question; he would fear the risk of seeming to consent to the implication of the questions. We know that the popular dislike of Crown Agent work in the Crown Colonies is not shared by officialdom, and Crown Colonies are ruled by officialdom. In such a matter the complaining public is not allowed any effectual voice. Thus, while our correspondent recognises that it is possibly a moot point "whether it is in the best interests of the Colony that this work should be undertaken by the Crown Agents and not by the Colony's own officials", it can only be said to be academically moot. The question has been decided, not only by the Colonial Office, but by the local GOVERNOR. As the answer told us, "all the steps taken had the full concurrence of the GOVERNOR of Hongkong". The capability or otherwise of the local officials, to complete the construction of this section of the line, was never in question at all. The authorities never expected or invited them to do more than they have done; possibly the Crown Agents would have been too strong for the authorities if they had. In any case there "has been no change of policy", which may be taken to mean, in addition to its obvious meaning, that there never will be any change in the policy of putting everything into the hands of the Crown Agents, until those who mistrust them do something more than grumble. At present, it is not easy to see what more they can do. The Crown Agent question would presumably have to be made an election cry, like "Chinese slavery", and as most of the people who object to the Crown Agents' methods are outside the electoral area, there is poor prospect of that. Representations and petitions got up locally are often ignored or otherwise snubbed. Men may come and men may go but the Crown Agent system goes on for ever. At present the disfranchised residents of Crown Colonies seem to have no course open but to "grin and bear it". Supposing Mr. WINSTON CHURCHILL had said simply "yes" to those questions, what could have been done? Nothing. Much indignation might have been expressed, but the authorities are by now inured to Colonial indignation. If there is any room for satisfaction at all in this matter, it must be found in the assurance that we gave at the time, that the worst implication of the questions is not warranted; that, in short, there has been no slighting of our local government or its officials.

In his annual report the Director of Public Works deals with land sales by auction, without auction, extensions granted, grants on nominal terms, grants on short leases, permits to occupy land for short periods and extension of short period leases to 75 year leases. During the year 1905 387 lots, having area in square feet of 18,834,845, and a total annual Crown rent of $25,386.05, were sold, the premium on same being $292.782.31. The actual amount of premium paid into the Treasury during the year was $394,56 .96, or considerably less than the estimate, which amounted to $500,000.

JAPANESE IN MANCHURIA.

(*Daily Press*, 13th July.)

From time to time reports, generally indignantly denied, it is true, have come to hand regarding the action of the Japanese in Manchuria. The drift of these reports has been that while the Japanese have taken full advantage of the time allowed for evacuation to exclude all foreign trade not under the Japanese flag, as well as all foreigners, traders or otherwise, they have practically thrown the country open to their own countrymen, and not only this, but have in every way encouraged them in settling on the land, and have so manipulated affairs that these settlers have been able to introduce their commodities throughout the length and breadth of the land without having to pay any duty or charges whatever. Wether as a consequence of this preferential treatment, or from some other cause,n it is undoubtedly the fact that since the conclusion of the war, and with the full knowledge, if not the actual connivance of the Japanese authorities, large tracts of fertile land in Manchuria have actually passed into full occupation of Japanese settlers; whilst Newchwang and the cities about Moukden are at the moment, so far as their population is concerned, actually more Japanese than Chinese. So carefully has the veil been thrown over these proceedings that the methods adopted have not yet been disclosed; and almost the only evidence appears to be the actual presence of thousands, if not tens of thousands, of Japanese squatters, whilst the cordon has been so efficiently maintained towards all others that not a single merchant of any nation, other than Japanese, has been permitted to see for himself the actual position of affairs. It seems curious under the circumstances of the time and place that there should by any question as to the facts of the case; yet the fact remains that notwithstanding that the Shanghai General Chamber of Commerce sent up a deputation to the place to make enquiries on the spot, there still remains a good deal of uncertainty as to the manner in which the position has been brought about. Referring to the port of Dalny, the following appears in the report. Dalny is stated to to be the port "through which Japanese, in the absence of a Chinese Customs station, are now bringing in their goods not only free of import duty, but free also of likin charges, to any point in the interior to which transportation can be effected by rail".

That the situation is complicated is certain. The Japanese engaged to finally evacuate the province by the end of the present year, and there is no reason to doubt that they are using their best endeavours towards that end. They are entitled to possession of Port Arthur and Dalny, and profess to be actuated with the desire to remove all possible objects which may interfere with the throwing open in the fullest manner of the port; but they plead that the necessities of the evacuation stand in the way, and allege this as the only reason why they have not as yet done so. This is understandable if it represent the true position, but there are two things that seem to show affairs in a different light. The first of these is that all this time private Japanese dealers have been permitted to freely use the port; the second is that the Japanese Government is very badly inoculated with the ideas of the protectionists, and her new tariff exceeds in its avowed protectionism even those of Germany and the United States. Of course the plausible excuse is made that the high tariff is necessary for purposes of revenue. On the other hand, with regard to Manchuria it is undoubtedly the fact that Russia has been evincing a disposition to repeat her tactics of 1903 and deliberately, and in the face of her solemn engagements, retain by any means whatever her hold on the northern portion of the province. Under these circumstances it is but natural that Japan on her side should seek so far as possible to secure her own position, and is above all things desirous of covering up as far as possible her doings and intentions; and above all is little disposed to throw open to all her section of the railway on which her successful resistance to Russian encroachments largely depends. Had the Chinese Government shown any disposition to work with Japan towards this end there would have been the less necessity to adopt this course, but that Government with its usual crooked and short-sighted policy has ever since the conclusion of peace been practically playing into the hands of Russia, while throwing every obstacle across Japan's track; and Japan is justly nettled that having so far as practicable taken the chestnuts out of the fire in China's interest, she should now be treated as an arch conspirator. All this undoubtedly goes far to show that President ROOSEVELT's well-meant interference was at least premature, and that in the interests of the whole civilised world the situation is little if anything better than it was before the opening of negotiations at Portsmouth. Under the conditions it hardly seems that any good can come of seeking in any way to strengthen China's position in the matter. Even if China had the physical power and energy to step in between Russia and Japan, her shuffling conduct has reduced her moral influence to a nullity. On the other hand, it is as little advisable to place in the hands of Japan the practical control of the gateway to Manchuria for which she has certainly been intriguing. In the long run it would be doubtless advisable that Dalny should be open as a free port to all, but as long as Japan holds the railway she would still have the advantage of the possession of the back-door, and this with her present aims and policy would be dangerous for all the other Powers. Could Russia be brought to perceive the error of her ways, and see that her insatiable desire for more territory is really responsible for her fall, much good might come of it; but Russia is Russia still, and is likely to remain so to the end; and nations, like individuals, in a state of disintegration are most dangerous. Under the circumstances, and this is about the greatest difficulty of all, it is inadmissible to attempt to muzzle either Japan or China, and of this both are fully aware. Yet the feeling that at the moment this is practically the case brings with it a feeling akin to humiliation.

HONGKONG JOTTINGS.

9th July.

The news that the open-air concerts promoted by the Volunteers, are to be resumed in a fortnight will doubtless be welcomed by a considerable section of the community. These *al fresco* entertainments were decidedly popular last summer, and certainly no more agreeable way of spending the Saturday evening could be devised. The Commandant and officers of the Corps have lent their assistance to the undertaking, and as Mr. Geo. Grimble is arranging the first programme there can be little doubt as to its success. The first concert will be given on the 21st inst.

It is a little amusing when an audience fails to recognise that an entertainment is at an end Such a circumstance occurred in the City Hall on Saturday night. The last performance in the Japanese "circus" finished at 11 o'clock, and as the hour was comparatively early and as no curtain was dropped or no attempt made to play the national anthem, the people present naturally thought there was something more to come. So they retained their seats, and afterwards some of the more impatient manifested a desire to enliven matters. Still the stage assistants proceeded calmly with their duties. By and by somebody whispered that the "show was over", and a few went out, while the others sat and looked at each other and wondered at the delay. In the course of ten minutes or so it dawned on them that there was nothing more to be seen, and somewhat shamefacedly they rose and walked out. It was a singular situation and was apparently due to the fact that none of the company had sufficient English to make the necessary announcement. The evident willingness of the audience to sit on seems like a genuine testimonial to the merit of the performance.

I am glad to see that some people are refusing to be bullied by either chair or ricsha coolies into paying more than the legal fare. But the majority of Europeans are unfortunately indifferent on the subject. "Oh, yes, I know the fare is only five cents, but I gave him ten cents I dont want any bobbery over five cents." These are the remarks that one hears whenever the subject is introduced, so that the individual who risks a scene by paying only the legal fare has not even the sympathy of those members of the community whose support he should have in fighting against the exactions levied by the coolies. As we see from the various prosecutions that have taken place at the magistracy, the police are willing to assist in the matter, but, as I remarked last week, unless the public co-operate with the authorities little good will be done. The point to be remembered by those who give the subject small consideration is that those who are able to pay more than the legal fare have no right to do so when such action creates a precedent and establishes a custom which operates harshly on their less wealthy neighbours.

A friend of mine has recently been dilating on the evils of dice-throwing as it obtains in the Colony. He refers, of course, to the practice which prevails in so many places for deciding who should pay for the refreshments to be consumed. He points out that the griffin suffers most from this custom, as it may frequently happen that having entered the club with a companion and begun an innocent toss to decide who should pay for two drinks, others may join in the throwing with the result that the "young 'un" finds himself victimised to the extent of eight or ten drinks. It would certainly be better in the interests of those who do not wish to gamble and are not courageous enough to say "no" lest they appear mean in the eyes of others, if this form of gambling could be eliminated from our recreation clubs, but yet, knowing what human nature is, it is too much to hope that gambling, even in this comparatively mild manner, will be stopped. I merely mention these complaints in the hope that those who have decided opinions either way may have an opportunity of expressing them.

The agitation raised by those in the government employ who suffer by the high dollar gained an accession of strength from an unexpected source during last week. The Indian police, dissatisfied with their decreasing scale of remuneration, were inclined to express their feelings by refusing to go on duty. This, of course, was very foolish, and they had to be taught a lesson by one man being sent to gaol. While there can be little sympathy with those who asked to be paid on the sterling basis when the dollar was low, yet it is very hard that the great body of those in the civil service should be bound by the action of their predecessors. When a hardship exists, it ought to be inquired into and if possible removed. In the business houses it is different. If a man stipulated before he came out here that he should be paid according to the home currency, then if he suffers thereby he has only himself to blame.

It must have come with some surprise to many residents to learn that a thousand coolies are to be imported from the north of China for railway work in the new Territory. One would have thought that that form of labour could have been obtained in plenty nearer hand, but yet it has to be admitted that men accustomed to the work should give more satisfactory results than those who are not experienced. Moreover the men from the north are bigger and stronger then those in the south, and are better adapted for the work. Doubtless the police in the new Territory will have an anxious time at first owing to the presence of such a large body of men, who are always prone to faction fights but after a few lessons they ought to learn the ways of peace which must be followed in a British settlement. BANYAN

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on July 10th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present—Dr. Pearse, M.O.H., Hon. Mr. A. W. Brewin, Hon. Mr. W. Chatham, Dr. Macfarlane, Hon. Mr. E. A. Hewett, Mr. F. J. Badeley, Mr. A. Shelton Hooper, Mr. H. Humphreys, Mr. Fung Wa-chun, Mr. Lau Chu-pak, and Mr. G. A. Woodcock (secretary).

CEMETERY BYELAWS.

Mr. SHELTON HOOPER, pursuant to notice asked the following questions :—

1. Is a plan of each Chinese Cemetery showing the position of each grave space therein kept at or near to the cemetery, and at the offices of the Sanitary Board as required by Bye-law No. 11?

2. If not, why not?

3. Whose duty is it to see that such plans are so kept?

4. Is a register kept in the English and Chinese languages at or near each Chinese cemetery giving all particulars required in Bye-law No. 13 relating to cemeteries?

5. If not, why not?

6. Whose duty is it to see that such a register is so kept?

The PRESIDENT replied as follows :—

1.—A tracing showing the areas and boundaries of each Chinese cemetery is kept in the surveyor's office; no copy of such tracing is kept at the cemetery, as there is no office accommodation available; it has never been found practicable in the case of Chinese cemeteries to keep plans of sufficient size to show the situation of every grave space.

2.—No answer.

3.—The surveyor is supplied with tracings of the cemeteries by the Public Works Department, and is responsible for their safe custody.

4.—The sexton keeps at the cemetery a record in Chinese of the situation of the graves and two complete registers, one in English and one in Chinese, giving all particulars specified, are kept in the secretary's office.

5.—No answer.

6.—The secretary.

Mr. HOOPER—I may take it that the bye-laws are not carried out because they are impracticable?

The PRESIDENT—That is so.

A CHINESE CEMETERY.

The reply from the Government relative to reserving a cemetery for Chinese was submitted

Colonial Secretary's Office,
23rd June, 1906.

Sir,—With reference to your letter No. 104 of the 20th instant, transmitting a recommendation of the Sanitary Board that a cemetery be set apart for the use of Chinese who may wish to build tombs of a more permanent nature and larger than are allowed in a public cemetery, the area of such cemetery to be 150 acres and a high premium to be charged for each grave lot, I am to ask the Board to be good enough to suggest various suitable sites and the rate of premium for each grave and the size of each lot.

At the same time I am to indicate that the area of 150 acres mentioned in your letter is about one-eighth of the area of the city of Victoria and greater than the combined areas of Yaumati and Mong Kok-tsui. I have the honour to be sir, your obedient servant,

T. SERCOMBE SMITH, Colonial Secretary.

Mr. SHELTON HOOPER—The idea is good, but the area suggested seems very large.

Mr. H. HUMPHREYS—If the ground is far enough away from the city and the Chinese are willing to pay fancy prices, what does it matter about the size?

On the motion of the PRESIDENT, seconded by Hon. Mr. CHATHAM, a committee, consisting of the Registrar-General, the President, Mr. Fung Wa-chun, and Mr. Lau Chu-pak, was appointed to submit sites to the approval of the Board, to be forwarded to the Government.

MARKET AT QUARRY BAY.

The following reply from the Government was read :—

Hongkong, 23rd June, 1906.

Sir,—Referring to your letter No 65 of the 19th April last, I am directed to state for the information of the Sanitary Board that His Excellency the Governor has been pleased to direct that a sum of $15,000 shall be provisionally inserted in the Public Works Extraordinary Estimates for the year 1907 for the construction of a market containing 68 stalls at Quarry Bay. I have the honour to be, sir, your obedient servant,

T. SERCOMBE SMITH,
Colonial Secretary.

The Secretary,
Sanitary Board.

CROWN SOLICITOR'S AMBIGUOUS OPINION.

The minute by the Medical Officer of Health requesting that senior inspectors be authorised to enter premises and inspect food, together with the Crown Solicitor's opinion thereon, again came before the Board.

The PRESIDENT said the resolution moved at last meeting was simply re-circulated to show that the Crown Solicitor was of the opinion that that resolution was *ultra vires*.

Mr. HEWETT—The Crown Solicitor says that general instructions must be issued to inspectors.

The PRESIDENT—He says a specific letter in writing must be given by the secretary to each inspector included in the resolution.

Mr. HEWETT—It is a general authority, is it not?

The PRESIDENT—Yes.

Mr. HEWETT—I'd like to have that looked up. I'm certain my resolution was that it should be confined to specific cases. The Crown Solicitor speaks of general authority. I would not vote for general authority.

The Secretary—I understand it to mean that general authority is given to the secretary to issue these notices of authority which will be given to each individual inspector.

Mr. BADELEY—How does the general authority run?

The PRESIDENT—"When so instructed by the M.O.H. in writing."

Mr. BADELEY—That's all right.

Mr. HOOPER—That opens up the question again of being instructed by the M.O.H. The M.O.H. must be satisfied that there is sufficient doubt about the goodness of food for him to direct an inspector to go to a house. I understand that was not sufficient. What the M.O.H. wanted was to relegate his power. Now some inspector will have to go to him and he'll say, Here's a general authority for you to go to such a house to-day."

Mr. HEWETT—That's the way I read the the Crown Solicitor's opinion.

The PRESIDENT suggested that a draft letter by the secretary be submitted to the Crown Solicitor before being delivered to inspectors.

Mr. HEWETT—And the Crown Solicitor informed that it shall not be a general authority

This was agreed to.

LIMEWASHING PROCEDURE.

The Secretary submitted the following minute :—It was resolved at the meeting of the Board on the 26th June that the question of limewashing be considered by the Board with a view to either modifying or doing away with the existing regulations. As this matter is to be considered by the whole Board the Board may wish to have a special meeting, or, in view of the fact that the papers dealing with the limewashing procedure have been forwarded to the Public Health and Building Ordinance Commission, to wait until the Commission have dealt with the matter.

The PRESIDENT minuted—Mr. Humphreys, do you wish this matter taken up at once or would you prefer to wait until you receive the reports from Europe that you spoke of?

Mr. HUMPHREYS—The matter, as far as I am concerned, can wait until I have gone into the question further, or at all events until it is decided whether the Commission are going to take up the subject of limewashing.

Mr. HEWETT wrote that this matter would be dealt with by the Commission in due course, and it was advisable to let the matter stand until the Commission had made its report.

Mr. LAU CHU-PAK minuted that the matter had better be considered by the Commission.

The minute was laid on the table.

CONCRETING GROUND SURFACES.

Correspondence was submitted relative to the concreting of ground surfaces at No. 113, Bonham Strand East.

Mr. LAU CHU-PAK wrote on behalf of the agent for the owner of these premises requesting the Board to withdraw a previous notice regarding concreting, as the owner had been put to too much unnecessary trouble and expense.

The PRESIDENT minuted—The Board agreed at last meeting that this question might be referred back to the surveyor, Mr. Carter, to say whether two inches of cement on top of the present tiles (or some similar modification of section 3) would meet the case. I have interviewed Mr. Fung Tit-pak, and Mr. Chan Chi-hing, and I found that one of the foremen interpreters for drainage works, a Chinaman drawing $20 a month, has been touting for work for a drainage contractor, and after consulting with the Crown Solicitor I have dismissed this man.

The surveyor reported opening the ground surface of the house in question in two places, and finding the lime concrete of very bad quality. He recommended that the owner be called upon to reconcrete the whole of the ground surface of the main room, but recommended that no further action be taken with regard to the yard, as the surface had already been repaired.

Mr. HOOPER minuted—This is eminently a case for the Commission. It is a great pity that the President dismissed the foreman before the Commission had examined him. This had better be discussed at the Board meeting.

Hon. Mr. HEWETT—These papers are to be sent to the Commission.

Mr. LAU CHU-PAK—This sort of practice which is so annoying and expensive to house-owners should be stopped in future. All the irregularities reported by the officers should be specified in one notice, so that owners can have them all attended to at the same time, and on no account should inspectors be allowed to take with them contractors or foremen on their visits, and to tell people which contractor to engage. In this case the inspector should be called upon to explain why he recommended Chan Hing-kee to do the work, and when he left why he allowed the foreman to stop behind to bargain for the work.

Members decided that this matter should be dealt with confidentially.

MOSQUITO INFESTED.

Mr. P. W. Goldring wrote a lengthy letter to the Board relative to the necessity of filling in a pool on Crown Land adjacent to K. I. L. 103. The following are extracts:—I have now been a tenant of "Parkside" since November 1st, and have no hesitation in saying that although I have lived in various parts of the Colony since 1901, I have never experienced anything approaching the numbers and virulence of the mosquitoes which abound. There are many causes which might account for this, but with due submission I consider these to arise largely from the very extensive excavations and cuttings which have been made in order to lay out the new roads in Kowloon, but mainly from the fact that there is a large pool of water which was formerly a fish pond, which simply teems with larvæ of various sorts. This pond apparently is on Crown land, and for the health of the many neighbouring houses, quite apart from my own personal feelings and the feelings of my fellow-messmates, I would ask that the Sanitary Board should investigate the matter.

Mr. HUMPHREYS minuted—Surely this must be a matter for the P.W.D. and not the Sanitary Board.

Hon. Mr. HEWETT—The Sanitary Board are now admitted as having control over nuisances on Crown lands. The pool should certainly be filled up, and I would suggest that the Hon. the Director of Public Works applies for a grant for this purpose.

Hon. Mr. BREWIN—How was the pool formed; in consequence of work done by the P.W.D.?

The A.M.O.H. reported—These pools have in some degree been formed by the making of the new roads which are raised to a higher level than the surrounding ground. They will be very much worse when the rainy season sets in, and will undoubtedly be a breeding place for large quantities of mosquitoes. The filling in of these pools to the level of the adjoining roads is the only satisfactory course which could be adopted.

The PRESIDENT wrote as follows to the Director of Public Works:—Can you fill in all of these pools that are on Crown land before we get any warm weather? If by raising the road your Department has caused pools to form on private land, I am afraid we may have trouble in trying to force owners to abate any nuisance caused thereby. Is there any arrangement whereby the pools on private land may be similarly filled up as part of the anti-malarial measures paid for by Government, with the consent of the owners, of course?

The DIRECTOR of PUBLIC WORKS replied that one pool was on private ground, and had been there ever since he could remember. Another was on ground of which the lessee was the Roman Catholic Bishop. Steps were being taken to have it filled. Another pool was due to the construction of the road in a great measure, but all this low-lying ground had been a swamp for many years, and much of it had been improved by being filled. There were no funds available for the filling of the latter pool at present.

With regard to another nuisance reported by Mr. Goldring, the PRESIDENT wrote to the A.M.O.H:—The military officials naturally say that the offence is committed by civilians, of whom there is a large number in Kowloon. Can you not catch anyone *in flagrante delicto* and hand him over to the nearest constable? I don't want street fights, however, over it.

The A.M.O.H. replied:—As the offenders would be Indians—whether civil or military—I do not see how we could catch anyone without a street fight. Sergeant Appleton's experience seems conclusive. But I understand the military authorities have a piquet—surely this piquet could arrest civil or military, or could distinguish between the two and report.

The PRESIDENT—I think the proper procedure is for this Board to recommend the Government to authorise the Director of Public Works to incur the necessary expenditure involved in filling up this pool. Certain neighbouring land-owners were called upon to fill up pools in consequence of mosquitoes breeding there, and if this pool were not filled up their work would have little effect.

Mr. HOOPER—Don't you think it would be more in order that a printed form be sent to the Director of Public Works calling upon him to do the work in the same manner as the adjoining owners would be called upon? When he got it he could plead as a pauper and ask the Government to get him out of a difficulty by doing the work at once (laughter). They would surely do it.

The PRESIDENT—I don't think we have authority to serve a notice on the Director of Public Works.

Hon. Mr. HEWETT—Most certainly we have. If we find the Director of Public Works to have committed a nuisance we can call upon him to remove it.

The DIRECTOR OF PUBLIC WORKS read a section of the Ordinance stating that a general notice should not apply in cases of works belonging to the Crown, and stated that although His Excellency had given instructions that Government buildings might to some extent be supervised by officers of the Sanitary Board, still the Ordinance exempted Government officials from the procedure of having notices served upon them.

Mr. HEWETT—I beg to differ from the Vice-President, and would refer to the Attorney-General's opinion. He has advised the Sanitary Board that Crown lands come under the control of the Sanitary Department as much as private lands; therefore the Director of Public Works is altogether wrong when he says they are not under the same control as private land-owners. They had it in writing from the Law Officer of the Crown.

Mr. HOOPER—Perhaps I might find a middle course and say that instead of using our printed forms—which some people consider offensive, and no doubt they are (laughter)—a letter be typewritten calling the attention of the Government to this nuisance and informing them that as similar nuisances on land owned by private individuals immediately adjoining this have had to be dealt with by the Board, and the owners compelled to remedy them, that they asked the Government to do the same.

The PRESIDENT seconded, and the motion was carried unanimously.

SCAVENGING CONTRACTOR'S GRIEVANCE.

The scavenging contractor forwarded a petition to the Board, from which the following extracts are taken:—The rubbish was always taken to the place mentioned in his contract, but it was possible that the coolies dumped a few baskets overboard within the boundaries of the harbour. Last month when the police boarded a dustboat to arrest some of these coolies they were like wolves and tigers and the people escaped as best they could. One man who jumped into the water to escape was drowned. Some of the coolies were arrested and taken before the Court, where they were each fined $50 or imprisoned for two months. The men could not pay the fines and the contractor was not able to pay for them.

Mr. HUMPHREYS minuted—When will the refuse destructor come into operation? There will always be trouble under the present system.

Mr. F. J. BADELEY—The contractor made the contract with his eyes open and knew what he had to do. If he allows his coolies to dump the rubbish in the water as a set-off for underpayment he deserves to suffer for it. It is a matter of great difficulty and some expense to catch them in the act, and when they are caught it is not the least use imposing a nominal fine. He ought to employ a responsible man to make the coolies do what they are required to do.

Mr. LAU CHU-PAK—The contractor has his own reason to grumble, as he has to pay fines so often both for himself and his coolies and other unnecessary expenses which absorb all his profits. In my opinion the last part of clause 22 of the scavenging contract is bad, and should be deleted in the next new contract. So long as the contractor is required to send his boats to Chinwan Bay, it is impossible to prevent dumping, and that clause can never be properly enforced. The remedy for the present state of affairs will be to so amend the next contract as to make the contractor provide large seagoing junks, properly decked and locked, and engage launches to tow them out to sea to dump the rubbish, pending the erection of the refuse destructor.

Hon. Mr. BREWIN—I agree with Mr. Lau Chu-pak. I dislike the idea of entering into a contract on terms which you know the other party cannot fulfil. Enquiries should be made as to the probable cost to the contractor of carrying out the contract in the present manner, and of carrying it out properly. It will then be seen whether there is any reasonable prospect of the contract being carried out satisfactorily with profit to the contractor. Occasional infliction of heavy punishment is a very antiquated way of securing observance of the law. The proper way is to maintain adequate and constant supervision.

The PRESIDENT—The present contract expires at the end of the year, and the Board will have an opportunity of discussing the conditions of the next contract probably in September. I don't know whether it will meet your views to let the matter stand over till then.

Mr. BREWIN did not think the present was a day too soon to consider this question. He moved that a sub-committee be appointed to consider the contract to see whether any amendment could be made.

Mr. LAU CHU-PAK seconded, and the motion was carried.

The Hon. Registrar-General, Mr. Lau Chu-pak and the Medical Officer of Health were appointed a sub-committee to go into the matter and report.

HARMFUL OR BENEFICIAL.

A letter was submitted from Messrs. Palmer and Turner relative to the provision of gutters to the floors of balconies, which they regarded as being receptacles for dirt and garbage in the usual type of Chinese houses.

Mr. SHELTON HOOPER—Should not this complaint have been addressed to the Building Authority as coming under Part III.?

Mr. H. HUMPHREYS—Why not ask the Director of Public Works and the local architects whether in their opinion any necessity exists for clause 9 of schedule G.? What is the use of having regulations that do more harm than good?

The PRESIDENT—Members would notice a letter in the papers last night complaining bitterly that a sufficient number of gutters and down-pipes were not provided for verandahs in this Colony. Evidently there are two sides to this question. Personally I agree we could do without a good many of these gutters which are used for a purpose for which they were never originally intended. We might ask the Director of Public Works for his opinion on the subject.

Mr. HOOPER—As I said on my minute, I don't think we have any jurisdiction whatever in this matter. It devolves on the Building Authority and we would be wasting our time in discussing it. If we did, one of the most flagrant cases is the building we are now in. The only shoots it has are those which would shoot out water and make everyone wet as they go to church on Sunday morning if the building were washed at that time.

The PRESIDENT—I think we are quite entitled to discuss the suggestion because it is made on sanitary grounds.

Mr. HOOPER—I don't think so myself. I think we should refer the matter to the Building Authority and ask him to attended to it, as it is within his jurisdiction and he might take offence if we interfered (laughter).

Members agreed.

OVERCROWDING.

The number of persons displaced as the result of prosecutions in respect of overcrowding in the city of Victoria during June was 326, the greatest number, 82, being in No. 7 district.

A GREEN ISLAND NUISANCE.

The Colonial Secretary wrote to the Board pointing out that the manure from the animal depot at Kennedytown was deposited on Green Island, where it was breeding flies and mosquitoes so as to be a nuisance and great pest in the quarters of the lighthouse staff, and requesting the Board to suggest some other place for the disposal of such manure.

The PRESIDENT minuted an opinion that some bay on Kowloon side would be more suitable.

The VETERINARY SURGEON recommended that a small bay in New Kowloon be used for the purpose.

A suitable place is to be procured.

INSANITARY VILLAGES.

A detailed report by Dr. PEARSE, into the state of the villages of Tai Hang and Wong Nei-cheong, to which Mr. Hooper had called attention, was read. He made suggestions for improving the condition of the pigstyes in Tai Hang and pointed out that repairs to the footpath would remedy the complaint with regard to the hydrant in the pathway in Shepherd Street. With regard to matsheds used for the reception of clothes prior to their removal to the city for ironing and folding, it would be difficult to prove their use as domestic buildings. He remarked that a good deal might be done to improve surface drainage, while with regard to two buildings originally built as pigstyes and occupied as domestic buildings no pigs had recently been housed therein. In conclusion, he said that some houses appeared overcrowded, the nullah certainly needed training and the road and vacant ground in front of New Tai Hang was swampy and needed levelling and draining.

With regard to Wong Nei Cheong, he stated that he had not found any pigstyes used as domestic buildings, while the roads and pathways about the houses where there was much traffic needed better surfacing and surface draining. The supposed leper was probably a leper, but for absolute diagnosis he would need

to be examined in hospital. The pigstyes were in the same state in this village as in Tai Hang. If the narrow winding paths between the pigstyes in those villages were concreted the dirt accumulating there could be easily removed, and if that were done it would be a good thing to have a resident in each village who would be responsible for seeing that his fellow villagers did all they could to keep the place clean. The reason why the pigstyes were in their present condition was that No. 1 district having been without an inspector for three months the licences were not renewed but kept back until there should be opportunity to get the styes in order. The provisions of the law as to window area, external air, concreting of ground surfaces and overcrowding have not been enforced in these villages. The villagers would probably be ruined if they were enforced.

The report is to be considered.

GOVERNMENT RECOMMENDATIONS.

Discussion took place on the reply from Government relative to the recommendations in connection with the Estimates for 1907, but as the papers were not available to the Press we are not in a position to give a report on the subject.

SUPREME COURT.

Monday, July 9th.

IN ADMIRALTY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGGOTT).

A WARSHIP'S IMMUNITY.

The Chief Justice delivered judgment in the action in which the owners of the junk "Tung On Tai" and the owners of the cargo sued Arthur E. Gove, captain of the U. S. S. "Alexander" for damages caused by a collision in the waters of the harbour.

The Chief Justice said—In this case the Attorney General moved on behalf of the Crown at the instance of the Government of the United States to dismiss an action brought in the Admiralty Jurisdiction of this Court by the owners of the junk "Tung On Tai" and the owners of her cargo, against Arthur E. Gove, the commander of the U. S. S. "Alexander" in respect of a collision which occurred in the waters of the harbour. The "Alexander" is an armed public vessel, the property of the Government of the United States. The commander was in the pay and service of that Government and under the control of the Secretary to the Navy of the U. S. At the period of collision he was employed on active service conveying coal and other stores for the use of the public vessels of the U.S. Government on the East Asiatic station and at the actual time of collision he was in command of the ship engaged on such service. The ground of the Attorney General's protest is that the Court has no jurisdiction to entertain this action, this method of proceeding being based upon the course pursued by the Admiralty Advocate in the case of the "Constitution". The circumstances of this case are, however, different, for whereas the suit commenced in the case of the "Constitution" was *in rem* for salvage services this suit is *in personâ*, *i.e.*, against the commander for damages in respect of a collision caused by his alleged negligent navigation, and it is not, so far as I know, settled that the principle that ships of war belonging to a nation with whom this country is at peace are exempt from the civil jurisdiction of our Courts applies to the commanders of such ships when, in the alleged negligent performance of their duties, they cause damage which under other circumstances would render them liable to an action. The exterritoriality of foreign ships of war was considered at length in the case of the "Parlement Belge", and in the course of the judgment there are certain dicta which seem, though not in so many words, to warrant the proposition for which the learned Attorney General contended, namely, this exterritoriality of the warships extended in some measure to her officers and crew. If these dicta do bear this extension the commander of the "Alexander" could not be sued for acts committed by him in the course of the performance of his duty. These dicta are as follows:—Has the Admiralty Division jurisdiction in respect of a collision to proceed *in rem* against a ship which is at the time of the proceedings the property of a foreign sovereign, is in the possession, control and employ of the sovereign by means of his commissioned officers and is a public vessel of his state? Again: the first question really raises this, whether any part of the public property of any sovereign authority in use for national purposes is not as much exempt from the jurisdiction of any Court as is the person of every sovereign. And again: A public armed ship constitutes a part of the auxiliary force of a nation, acts under the immediate and direct command of the sovereign, is employed by him in national objects. He has many and powerful motives for preventing those objects from being defeated by the interference of a foreign state. Such interference cannot take place without affecting his power and dignity; and, finally, the point and force of this argument in the "Prinz Frederik" is that the public property of every sovereign state being destined to public use can not with reason be submitted to the jurisdiction of Courts of such states, because such jurisdiction, if exercised must divest the public property from its destined public use, and that by international comity, which provides for the equality of states, if such immunity, grounded on such reasons, exists in each state with regard to its own public property, the same immunity must be granted by each state to similar property of all other states. We may include with very little stretch of language in the term "property of the state" the services of its paid officers, and the different propositions given in this judgment, together with the reasons, seem, as I have said to cover the question of a collision by the alleged negligence of the commander of a state vessel and show that this Court has no jurisdiction to entertain a personal action against him for damages. I use the word "cover" advisably, for it may be that if they were applied without limitation to the *personnel* of this foreign vessel they would be far too wide. Before, therefore, I can hold this to be the law, there is a question to be considered which indeed lies on the surface—why, if the principle does supply to the officers and crew of a public ship, it does not apply to all cases, for the Attorney-General's contention was limited to actions resulting from the performance of duties; whereas the principles above stated, if they apply to the officers and crew, are wide enough to cover all cases, for in all cases the result of bringing this action will be to withdraw the defendant from the efficient performance of his official duties and so interfere with the fighting efficiency of his ship. Secondly, there is the very ingenious point raised by the plaintiff's counsel, based on the whole, and especially on the concluding, words of the last quotation given from the judgment in the "Parlement Belge". By international comity, if such immunity, grounded on such reasons, exist in each state with regard to its own public proprty, the same immunity must be granted by each state to similar property of all other states. Thus, concludes the learned counsel, citing that the immunity claimed for the commander of the "Alexander" does not exist in England with regard to commanders of our own public ships, cannot be recognised as applicable to the commanders of foreign public ships. It is admitted that the commander of a British ship may be sued in an action such as the present, the principle enunciated by Lushington in the "Athol" case and cited on in subsequent cases being that in cases of tort or damage committed by vessels of the Crown, the vessels cannot be touched, but the legal responsibilities attaches to the actual wrong-doer only. I think, with very great respect, the principle claimed from the decision of the "Prinz Frederik" needs some amplification and explanation. Whatever the rule, applicable to such a case as the present may be, there can be no question that it depends upon the comity which nations observe in their relations with one another. But comity depends on mutual concessions between states, and though it may be perfectly true that some of the rules which depend on comity deal with subjects which are dealt with by the municipal laws of states under analogous circumstances and dealt with moreover by such laws in an identical or similar fashion, it by no means follows that the methods and principles adopted by the municipal law form the criterion of the methods and principles which ought to be adopted when a case, which depends on comity, comes for decision. Many cases dealt with by comity much resemble cases dealt with by municipal law, but beyond this it is not safe to go. There is an immunity which protects sovereignty—by English municipal law this takes the form of a maxim: "The King can do no wrong." Statutes do not bind the Crown without express reference, but there is no such maxim as "Kings can do no wrong". Foreign sovereigns are exempt from the jurisdiction of our Courts, because the exercise of such jurisdiction is inconsistent with the independence of their sovereignty, the fundamental principle of comity being the equality of independent states, or, to take the converse case, there is no such rule at all in the French codes. It is to be doubted that the King of England is exempt in France from the jurisdiction of the French Courts. This illustration is sufficient to explain what I have just said. Other illustrations could I believe be found, but it is sufficient to say that so far as the rules of comity have become concrete they are based entirely on the mutual recognition of an equal independence, each state refraining from acting so as to interfere with that sovereign's independence, and so far as they have not as yet become concrete the mutual recognition, when a case arises for decision, is of the spirit of the law rather than of its actual provisions. In this I see no possibility of reference in determining what action is to be taken in any given circumstances to the rule adopted by the municipal law in analogous circumstances by any state when its own sovereign or its public service is concerned. I, therefore, think that the plaintiff's contention cannot be maintained and that the principles enunciated in the "Parlement Belge", as applicable to foreign public ships, certainly cover the case of the officers and crew on board, because they are under the control and employ of a foreign sovereign in national objects and because the jurisdiction of this Court, if exercised, must divest their public service from its distinct public use. I may refer in this connection to the New Chili Gold Mining Company *v.* Blanco (4 *Times* Law Reports, 346), when this Court refused to allow a writ to issue out of the jurisdiction in an action to be brought against the ambassador accredited to the French Government. The judge differed as to the ground of the refusal, but it being a matter of discretion the then Chief Justice said that the Court ought not to call upon a foreign ambassador in a foreign country to leave his post and come over to this country. It would interfere with the duties he had to discharge. This I believe to be a sound doctrine, but it is clear that so far the proposition is too widely stated. For unless it be limited in some way, as the learned Attorney General suggests, in law it arrived at something which, as stated, is not far removed from complete exterritoriality of foreign naval officers, putting it on a par in all respects with the exterritoriality of their vessel. There is complete exterritoriality of ambassadors, but that is a case in which the rule of comity expressed in statutory form in England has taken concrete form. But it is clear that the case of naval officers has not yet taken such form, for there is no authority that I know of laying down what their immunity is. It is, I think, equally clear that no state has ever claimed such a complete immunity except in cases of acts committed on board ship, but on the contrary that when their ships are in foreign waters all states recognise the necessity for their officers, while on shore, conforming to the municipal laws, and that they make no claim for their surrender in case of breaches of such laws, even though the result should be to withdraw them from their military service. This same principle applies of course to civil actions. This certainly supports the suggestion that the immunity is limited to acts done while in the performance of their duty. In order to make this analysis as complete as I am able, let us assume that while steering a man-of-war's gig during a regatta, at which the officers and sailors on board were only taking part as spectators, the officer in charge so negligently navigated as to run down a sampan causing its

owner damage, I do not believe in such a case any government would act as in this case the U. S. Governmont has felt it its duty to act, and ask for the action to be dismissed, and yet the same dicta of the Court in the "Parlement Belge" might have been pressed into this service. The common law furnishes instances of analogous cases, where masters have been held not liable for the negligence of their servants, although the negligent act was while the servant was driving his master's carriage, because the servant had gone off the route of his duty for a diversion of his own. This analogy seems to warrant this limitation to the naval officer's immunity, which was, in fact, suggested by the learned Attorney General, and that it exists only so long as he forms part of the machine known as a vessel of war and commits this act of negligence with or by means of such vessel and when it is in whole or in part under his control. But whether such immunity can be claimed by the officer himself I very much doubt. For these reasons the motion of the Attorney General nust be sustained and the action dismissed with costs.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

A LAND DISPUTE.

Ma Kiu, of No. 206, Kowloon Tong village, proceeded against Shek Ah-nam of No. 145, Wong Nei Woo, Tai Shek Ku village, for a declaration of ownership of land. Mr. Atkinson (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiff, and Mr. W. J. Hursthouse (of Messrs. Dennys and Bowley, Crown Solicitors) appeared for the defendant.

The plaintiff claimed a declaration by the Court that the piece of ground situate at Tai Shek Ku, in the Dependency of Kowloon, registered in the Land Office as part of Farm Lot No. 13, having an area of 11.7 acres, now belongs to and is the property of the plaintiff.

The case was adjourned till Friday.

Tuesday, June 10th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

A COLLISION.

Chan Fuk, master of junk No. S2721 H, sued Ho Yung, master of cargo boat No. 64, to recover the sum of $250, damages sustained by reason of negligent navigation on the part of the defendant.

Mr. J. H. Gardiner (of Mr. O. D. Thomson's office), who appeared for the plaintiff, stated that the junk had been surveyed, and the amount of damage certified by Mr. F. Hall, marine surveyor. The plaintiff's junk ran between Namloong and Hongkong. On April 20th it left the latter port, arriving here on the 23rd of the same month and anchoring in the junk anchorage. Shortly after eight o'clock on the same morning the defendant's boat arrived in port, and the wind and tide carried her on to his client's boat which was anchored at the time.

His Lordship—In that case you cannot claim for negligence. It can only be an Act of God.

Mr. Gardiner—I don't think it was an Act of God. It was bad manœuvring on the part of the defendant.

His Lordship—Were you alongside a pier?

Mr. Gardiner—No, the junk was anchored at the proper anchorage.

Plaintiff's evidence was heard, and then the defendant was called. He said he anchored near the plaintiff's junk, and when the vessels swung they struck.

His Lordship—The junk was at anchor there before you, wasn't it?

Defendant—Yes.

His Lordship—Well, you must take up an anchorage where there is no chance of swinging on to another boat.

Defendant—It is very hard to foresee such a thing.

His Lordship—Quite so, but it is part of the business of the captain of a vessel.

With regard to the damage done, defendant said it was very slight, and if a Chinaman had been engaged to effect repairs would have cost $10 only.

His Lordship—Well, why didn't you offer to repair the damage; you've had plenty of time?

Defendant—Plaintiff did not inform me of it.

His Lordship—There will be judgment and costs for plaintiff, with immediate execution.

THE COURT HUMBUGGED.

The case in which the Chung Shing Cheung firm and other creditors sued Shek Tseung-fat, and Shek Tseung-fat claimant, to recover debts due again came on for hearing.

From previous proceedings it appeared that execution was obtained against the defendant, the owner of a junk, by one of the creditors, but that two men were found who answered to the same name as defendant, and it was a question as to which was liable. In the meantime the other creditors filed an interpleader and stayed the hands of the first creditor. The two men were called up, and the elder, a man with a battered nose, admitted that he owed money to certain of the creditors, one claim being denied. The younger man, who is a son of the first defendant, denied that his name was the same as that of the first man, though the bailiff pointed out he had answered to it before.

Mr. F. C. Barlow (of Messrs. Goldring and Barlow) appeared for three creditors; Mr. R. A. Harding represented the claimant, and Mr. H. K. Holmes watched the proceedings on behalf of other creditors.

The defendants were called up and his Lordship asked the father if he owed the money.

The first defendant said he did not.

His Lordship—Well, I have given judgment against you.

Mr. Harding—In this particular action he does not admit the debt.

His Lordship—But he has already admitted it. They had better both go to gaol. Of course they are bound to do a first class swindle, father and son, that's clear.

The plaintiff was called, and said she sued the son.

His Lordship (to the son)—Do you own the junk?

Defendant—No.

His Lordship (to defendants)—Who is Shek Tseung-fat?

The father said he was.

His Lordship (to the son)—What is your name?

Defendant—Shek Yut-fat.

His Lordship—Ask the old man if he owes the money.

The first defendant said he did not.

His Lordship—One of you owe it. Who is it, the son or the father? (To Mr. Harding)—You want to get the younger man.

Mr. Harding—I am acting for the claimant, and the plaintiff says the younger man owes her the money.

His Lordship—I will give judgment against both of them.

Mr. Harding—If the plaintiff says the son owes her money, that is the one she looks to for payment.

His Lordship—They are both lying.

Mr. Harding—I believe the explanation is—

His Lordship—I know what the explanation is.

Mr. Harding—The son was persuaded by plaintiff to come to Court and admit the debt, and he would get the junk if he lost the action.

His Lordship—Well, are you willing to take judgment against the father?

Mr. Harding—My point is to prove that the son is not the owner of the junk. Judgment was given against him on the plaintiff's word, therefore under the attachment issued the junk can not be touched.

His Lordship—If the father admits that he is the owner of the junk, I will give you judgment against him in both cases.

Mr. Harding—I don't want that, my Lord. What I ask your Lordship to find is that the father is the owner of the junk.

His Lordship—Certainly. I am going to. I will give execution against both on their own statements and they will both go up.

Mr. Barlow—Does that mean that the junk will be released?

His Lordship—Certainly not. Either the father or son would sail away with it.

Mr. Barlow—My friend's application is that the boat be released. He is acting for the old man.

His Lordship—Oh! Now I am getting to the bottom of it. The junk won't go away yet. (To the defendants)—Who is the owner of the junk?

The father said he was.

His Lordship (to the son)—Why did you tell me you were the owner?

Mr. Harding—The plaintiff had a debt against him, and she told him to say he was the owner.

Shek yut-fat was called, and said he was the son of the owner of the junk.

His Lordship—Did you say the other day you were the owner?

Defendant—Yes, at the instigation of the plaintiff.

His Lordship—What did you want to tell a lie for?

Defendant—Plaintiff told me she would give me the junk later on

His Lordship—Yes, I suppose that's what the game is. I don't think any of them will get the junk.

His Lordship—Did you quarrel with your father?

Defendant—Yes.

His Lordship—Is that the result on his nose?

Defendant—No.

His Lordship—Why did you tell a lie when the plaintiff asked you?

Defendant—Because she told me she would let me have the junk.

His Lordship—All his statements to me on Friday were not made under oath.

Mr. Barlow—Telling a lie in the presence of the Court is disrespect. I don't know whether your Lordship is going to proceed.

His Lordship—I don't know about the junk; I am going to keep it if I can. These two people ought to be punished. I think the better plan is to make both defendants pay.

The plaintiff was then called up, informed that she had made a mistake, and asked if she would like to have the writ amended.

The plaintiff said she would not.

His Lordship (to the interpreter)—Tell her if she does not have the writ amended she won't get anything at all.

On being informed plaintiff said the son went to her place and borrowed the money.

His Lordship—Well, I cannot do anything for her. Tell her she has been a very silly woman, chosen her ground and lost her case.

Mr. Harding—I ask your Lordship to find in the claimant's favour as against the son.

His Lordship—I won't do anything with these men. I will send them both to gaol.

Mr. Harding—In face of this woman's evidence I think your Lordship can give judgment against the son.

His Lordship—I will adjourn this claim *sine die*. The Court is being made a fool of all round. (To the bailiff)—Is the junk seized?

Mr. Howell—Yes, my Lord.

His Lordship—Well, keep it till the expenses are paid.

Mr. Harding—I can prove that the father is the owner. I have witnesses.

His Lordship—You can call one if you like, but you won't get any judgment out of me. You can see what it is, the Court is being humbugged.

Mr. Harding—I would suggest that the junk be sold.

His Lordship—I don't mind that. I think it had better be sold and the money kept in Court. Of course the defendant will go into bankruptcy next week. I can see that. But that cannot happen till Thursday, and I shall take care that nothing goes on behind your backs. If you can come to arrangements about selling the junk, well and good. I want to get justice out of this thing, and if I could I would send the defendants to gaol. That is where they ought to be. The case is adjourned for a month, and I order the junk to be sold and the proceeds paid into Court with liberty for the solicitors concerned to apply regarding costs afterwards.

The Secretaries of the Weihaiwei Gold Mining Co., Ltd., have received the following telegram for June from the mining manager: 'Thirty days' work: 1,150 tons crushed by ten stamps and short labour; 87 oz. gold at $13.60 per oz.; 60 tons concentrates at $62 per ton. Estimated expenses Mex. $11,700.

Wednesday, 11th July.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

ALLEGED WRONGFUL ARREST.

The Shing Wo firm sued Tam Yak-ming to recover the sum of $308.80, balance due for goods sold and delivered.

Mr. F. X. d'Almada e Castro appeared for the plaintiff, and Mr. C. F. Dixon (of Mr. John Hastings' office) for the defendant.

Mr. Dixon said he consented to judgment for the amount endorsed on the writ, but wished to go on with the case for the purpose of asking his Lordship to award damages to the defendant for wrongful arrest by the plaintiff. Mr. Dixon referred his Lordship to section 571 of the Code.

His Lordship (after reading it)—That refers to not more than $1,000, eh?

Mr. Dixon—I don't want more than $1,000, my Lord. The defendant was arrested by an application supported by a declaration made by one, Chan Tak-fan, an accountant in the plaintiff firm. In paragraph 3 of that declaration he stated that he saw the defendant at 137, Hollywood Road, second floor, personally demanded payment of the amount due, and informed defendant that if the amount were not paid his master would sue him, whereupon the defendant said he would immediately leave the Colony. The defendant would give evidence and say he never had an interview with Chan Tak-fan in Hollywood Road, and his evidence would be corroborated by his wife, who would say it was perfectly true that Chan Tak-fan had called upon her husband, but that the defendant was not in.

His Lordship—Is she agent for her husband?

Mr. Dixon—Yes, but she did not tell the accountant defendant would run away.

His Lordship—Your remedy is to prosecute him in the Police Court for perjury.

Mr. Dixon—Surely, my Lord, I have my remedy with you?

His Lordship—You must bring a fresh action. It is no good calling defendant, and defendant's wife in this. I have got to try an issue.

Mr. Dixon—I only consented to judgment on the understanding——

His Lordship—Well, let us try the action.

Mr. Dixon—Well, my Lord, shall I be permitted to call evidence to prove that these allegations are untrue?

His Lordship—Certainly not. You can bring another action or you can prosecute.

Mr. Dixon—I understood from your Lordship when I applied in chambers that I might bring this action to recover damages.

His Lordship—In the course of the action if I find in favour of you, and find that the plaintiffs' claim is false, knowingly and basely false, then I can give you damages.

Mr. Dixon—But we admit the debt.

His Lordship—Well, you can now take out a writ for false imprisonment, or prosecute on the affidavit.

Mr. Dixon—Well, my Lord, I consent to judgment.

His Lordship—You can take any action you like on another writ.

Judgment was for the plaintiff.

AN INVOLVED BUSINESS TRANSACTION.

Yu Chuk-sang v. Teung Yau-kai was a claim to recover $152.68 due for money lent and interest thereon.

Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) appeared for the plaintiff, and Mr. C. F. Dixon (of Mr. John Hastings' office) represented the defendant.

Mr. Gardiner said two writs were issued by the plaintiff, in which he claimed two amounts of $150 from the defendant. One amount had been repaid, but the defendant gave an acknowledgment for the second and stored some furniture with the plaintiff as there was some talk of their entering into business together. That arrangement never went through and the furniture was still with the plaintiff although defendant was notified to remove it.

Plaintiff gave evidence to the effect that the amount was still due, and produced an acknowledgment.

Mr. Gardiner—Has the defendant paid you this $150?

Plaintiff—You, yourself, told me he had not.

Mr. Dixon said his defence was that the second $150 was not borrowed, but was due to defendant on the dissolution of the partnership.

Mr. Dixon (to plaintiff)—Why did you dissolve partnership?

Plaintiff—Because defendant could not supply his share of the capital.

His Lordship—How much did the defendant find?

Plaintiff—He didn't find anything.

His Lordship—Well, there is an end of it. If this man couldn't find a cash, why should the plaintiff lend him $150 when he is worthless?

Mr. Gardiner—I think I will explain that to your Lordship.

His Lordship—I hope you will.

Mr. Gardiner—I will just ask him now. (To plaintiff)—When the defendant entered into the contract what was he to find, cash or security?

Plaintiff—He was to find title deeds with a view to depositing them with the bank in the shape of security.

His Lordship—The defendant is supposed to have taken a $40,000 share in this business.

Mr. Gardiner—Yes, and for that share he was to deposit deeds.

His Lordship—Well, where does the $150 come in?

Mr. Gardiner—That was not for security, it was to pay his fokis in the Wa Kee firm.

His Lordship—No man can be such a fool, after going in with a partner for a $40,000 share in a business, and finding that he cannot get a cent out of him, to lend him $150.

Mr. Gardiner—The defendant goes to the plaintiff, says he is not in a position to furnish capital, and asks that the partnership agreement be cancelled.

His Lordship—Yes, and borrows $150. It is the most curious business transaction I have heard of.

Mr. Gardiner—We had security though. The defendant deposited furniture to the extent of $150.

Mr. Dixon—That is for the first $150.

Mr. Gardiner—No.

His Lordship—Very well, why do you sue? Why don't you sell it by auction and then claim the balance?

Mr. Gardiner—Why should I when I have my remedy here?

Defendant was called, and acknowledged receiving the second $150, which was to pay the wages of two employees. The money was paid with the authority of the plaintiff.

His Lordship gave judgment for defendant and costs.

Thursday, July 12th.

IN BANKRUPTCY.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

PETITION DISMISSED.

Re the Hop Wo-chan firm *ex parte* Yik Yee-cheung and the Shing Kee firm.

Mr. H. K. Holmes, who appeared for the petitioning creditor, said his Lordship allowed an adjournment some two weeks ago in order to ascertain whether the principal creditor in the speaker's declaration of assets could be found. Mr. Holmes had endeavoured to find the man, but learned that he had gone away, so the result was he could only show a very small sum, $100 odd, as assets.

His Lordship—What is your application today?

Mr. Holmes—I simply appear before your Lordship to say I have made inquiries and am unable to show that the amount mentioned in the declaration of assets can be recovered.

His Lordship—The petition is dismissed.

RECEIVING ORDER GRANTED.

Tong Chak-po *ex parte* the debtor.

Mr. R. A. Harding, who represented the debtor, said the petition was filed by the debtor on Wednesday. He described himself as a money-changer carrying on business under the style of the Tak Tong Cheung Kee at No. 100, Queen's Road Central.

Debtor was put in the box and said his assets consisted of two iron safes.

His Lordship—With no money in them?

Debtor—One safe contained $1,700 cash.

His Lordship—Who's got the safes?

Debtor—I was sent to gaol, so don't know what became of them.

Continuing, debtor said his furniture and chattels were worth $120, his book debts amounted to $6,300, due from persons residing in the Colony, and of which he thought $3,000 could be collected. His liabilities were $11,300.

The plaintiff was called and said he obtained $1,200 from the safe mentioned.

His Lordship—What was it seized for?

Mr. Howell—Under a writ of execution for a sum of about $500.

Mr. Harding asked his Lordship for a receiving order, stating that the assets would work out at $1,200 less costs of action and plus furniture $120 and book debts $3,000.

His Lordship granted the order.

Mr. Harding then applied for the debtor's release, and an order was made accordingly.

A DIFFICULTY.

The Fung Shung firm *ex parte* Chan Chi-pak.

This was an application for payment out of costs. Mr. C. F. Dixon (of Mr. John Hastings' office) appeared for six creditors, and Mr. R. A. Harding for the petitioning creditor.

Mr. Dixon said he represented the plaintiffs in six summary actions connected with this case.

His Lordship—There is another application by Mr. Lee Jones. Why didn't you include that in your costs?

Mr. Dixon—Because it was in an original action. The debtor was suffering from leprosy, and Mr. Jones had to examine him.

His Lordship—There is some mistaken idea that leprosy is contagious. It is if you were confined with a leper for about six months.

Mr. Dixon said his application was made under section 33, sub-section 2.

His Lordship—Who was the creditor in the original action?

Mr. Dixon—The plaintiff was a man named Leung Man-po.

His Lordship—Did he get a judgment?

Mr. Dixon—No, the case was going on when the petition was filed.

His Lordship—I should like to give Mr. Jones something, but I don't see my way. I can grant your application, but I must adjourn Mr. Jones' for the present because I don't really see how I am going to do it. Have you any objection?

Mr. Dixon—No.

Mr. Lordship—There is only $800 in Court and if I pay your costs there will be only $375 for Messrs. Jones and Nolan.

Mr. Harding said Mr. Jones' fees ought to be paid, and since Mr. Dixon's client had made an application it seemed to him that he ought to pay the fees.

His Lordship—In the original action?

Mr. Harding—Yes, my Lord.

Mr. Dixon—I have proved for the amount of the claim in the original action.

His Lordship—And your costs?

Mr. Dixon—No, my Lord. If I included the commissioner's fees in the bill of costs that would be an admission that the plaintiff is liable, and I submit he is not.

His Lordship—The applications for costs in the summary actions are granted. My decision with regard to Mr. Jones' fees is reserved, but I certainly think he ought to get them.

PUBLIC EXAMINATION.

Re Li Tak-ng *ex parte* the debtor.

This was a public examination conducted by Mr. G. H. Wakeman, Official Receiver. Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for the debtor, and Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) appeared on behalf of a creditor.

Li Tah-ng said he lately carried on business as a general merchant, at No. 5, Yuen On Street. He was sole owner and commenced business on April 27th, 1905, with a capital of $4,600. The chief part of his business was exporting goods to California. He exported goods to the Kwong Liu Yuen Kee to the value of $6,000 odd, and only received on account a sum of $800. That firm ceased to carry on business in February or March of this year because of the earthquake and fire. The Lee Tai-lung of New York owed him $3,450, and he received an installment from them in February or March of this year. He shipped the goods at the end of last and at the beginning of this year, and the money could probably be recovered.

One, Li Tak, owed him $625, but he put the amount down as a bad debt as the man had disappeared.

Mr. Grist applied for the debtor's adjudication.

Mr. Master made a similar application and applied for costs.

His Lordship closed the examination and adjourned the case until the Official Receiver furnished his report.

ANOTHER EXAMINATION.

Wong Tseung-cheung, alias Wong Choi, *ex parte* the debtor.

The Official Receiver also conducted this public examination. Mr. R. A. Harding appeared for the debtor, and Mr. G. E. Morrell (of Messrs. Dennys and Bowley) for 24 creditors.

Wong Tseung-cheung said he was sole owner of the stationery business which started in 1903. When the business started there were 13 partners, but twelve had retired.

Mr. Wakeman—What was the reason of the other partners retiring?

His Lordship—They left him to run the show.

Debtor—The business was not a paying one; they lost money every year, so decided to retire

His Lordship—Why didn't you retire too?

Debtor—If I did there would be no one to take the shop over.

Mr. Wakeman—And these partners, when they retired, took out $100 each?

Debtor—Yes, I paid them that amount.

Mr. Wakeman—And at the time you couldn't pay your debts, could you?

Debtor—There were no debts.

Mr. Wakeman—You said you had been losing all along.

Debtor—Although there were losses each year I settled up the debts in full.

His Lordship—What are his liabilities?

Mr. Wakeman—They total $38,294.

His Lordship—Has he incurred the whole of that since June.

Mr. Wakeman—Since June 3rd.

His Lordship—He has done very well.

Continuing, debtor said the greater part of his liabilities were in China; 267 debts were due to his shop since last Chinese new year. The debts owing in the previous year were not included in his statement of affairs because they were all bad. Since his partners went out he borrowed over $20,000 to pay off the firm's debts.

His Lordship—The other 12 ought to come in to pay a proportion of that, surely. It is absurd to suppose he borrowed on his own account to pay off their debts.

Examined by Mr. Morrell, debtor said he knew he was insolvent on June 3rd. He was then informed by a man who came from San Francisco that his shop there had been destroyed by fire, so knew he could not pay his debts.

His Lordship—The other partners appear to have left him as the proverbial rats leave the ship.

The examination was closed and an adjudication order granted.

A SHIPPING COMBINE.

Messrs. Shewan, Tomes & Co., agents of the Shire Line, have received information from Messrs. Jenkins & Co., Ltd., London, that they have just definitely concluded an arrangement whereby the following steamers belonging to Messrs. Brocklebank & Co., of Liverpool, will be run regularly under the Shire Line. The steamers referred to are the *Ameer*, *Gaekwar*, *Marwarri*, *Bengali*, and *Pindari*. The arrangement was to come into force from 1st July, and these five steamers after that date will be renamed as follows:—*Glamorganshire*, *Cardiganshire*, *Montgomeryshire*, and *Pembrokeshire*. By this new arrangement there will be considerable development in the Shire Line business so far as Hongkong and China is concerned.

THE GOVERNMENT COMMISSION.

CHINAMAN COMMITTED FOR CONTEMPT.

We are authorised to publish the fact that at the sitting of the Government Commission on the 11th July a Chinese witness named Sham Loi was committed to prison for three months for contempt.

A DISTINGUISHED CHINESE VISITOR.

10th July.

A distinguished visitor arrived in Hongkong yesterday. His Imperial Highness, Prince Tsai Tse, accompanied by the other members of the Chinese Commission who have been touring Europe with the object of studying the various institutions there, is now on his way home after an absence of six months. Travelling by the French mail, *Armand Behic*, which reached port early yesterday morning, he was greeted on board by Captain Colman, A. D. C. to His Excellency the Governor, and afterwards prepared to land.

The reception of the Royal guest was official. When he left the steamer and boarded the Government launch *Victoria* a royal salute was fired from the land battery. At Blake Pier a guard of honour furnished by the 2nd Royal West Kent Regiment was drawn up, and as the Prince stepped on shore the band of this regiment played "The World's Delight". After being received by a royal salute, H.I.H., who was easily distinguished by the yellow jacket which indicated his rank, entered a chair, and was escorted by a posse of Indian police past the throng of interested sightseers who had assembled to Government House. He was followed by Captain Colman and the other members of the party, which was made up of H.E. Shang Chi Heng and several of the attaches. The other Commissioner does not return, having been appointed Chinese Minister at Brussels. Captain Armstrong, hon. A.D.C., was also in attendance. His Excellency received the visitors at Government House, where an official luncheon was held. This was attended by a representative company, described in the following official list:—

H. E. the Governor (Sir Matthew Nathan K.C.M.G.), H. I. H. Prince Tsai-Tse, H. E. Chang Ngen Tao, H. E. Li Ching Tao, H. E. Major-General Villiers Hatton, C.B., Hon. Rt. Rev. the Bishop of Victoria, Commodore H. P. Williams, His Honour Mr. Justice Wise, Hon. Colonial Secretary (Mr. T. Sercombe Smith), Hon. Attorney-General (Sir H. S. Berkeley), Hon. Colonial Treasurer (Mr. A. M. Thomson) Hon. Mr. W. Chatham, Hon. the Harbour Master (Capt. L. A. W. Barnes-Lawrence, R.N.), Hon. Sir Paul Chater, Hon. Mr. L. A. M. Johnston, Colonel Darling, R.E., Hon. Registrar-General (Mr. A. W. Brewin), Hon. Dr. Ho Kai, Hon. Dr. F. Clark, Hon. Mr. Wai Yuk, Hon. Mr. E. Osborne, Hon. Mr. E. A. Hewett, Mr. A. P. Wilder (Consul-General for U.S.A.), Mr. Gaston Liebert (Consul for France), Lt.-Col. Fitton, Consul for Sweden, Lt.-Col. Aitken, Rev. Father de Maria, Mr. Woodward, R.N., Rev. A. G. Stevens, Lt.-Col. Sparkes, Mr E. A. Irving, Consul for Austria-Hungary, Consul for Belgium, Consul-General for the Netherlands, Consul-General for Portugal, Consul for Spain, Dr. E. Krueger (Imperial German Consul), Lieut.-Col. Seymour, D. Mr. A. Seth, Bateson Wright, Mr. A. Hunter, Consul-General for Panama, Imperial Japanese Consul, Mr. F. J. Badeley (Capt. Supt. of Police), Consul for Norway, Mr. H. R. Phelips, Mr. D. R. Law, Capt. Smith, A.D.C., and Mr. Cooper.

The party left Government House shortly after three o'clock and embarked on the *Victoria*, their departure being witnessed by only a few persons.

It will be remembered that the Commission left Peking in January of this year. Japan was the first country visited. Thence they crossed to America, but did not stay any time in the United States, and soon landed in England. There they made a fairly comprehensive tour, studying the various forms of Government and inspecting many of the large centres of industry, with their various enterprises. Crossing the Channel, they visited France and Belgium, noting particularly the industries of both countries. Then they returned to England and were received by His Majesty King Edward VII.

The Prince does not speak either English or French, but the secretaries can express themselves very freely in English. One of these gentleman discoursed to a representative of the *Daily Press* on the events of the trip. "We liked England best of all," he declared. Then detecting perhaps a trace of suspicion he added "No flattery, I assure you. We liked its government and we liked the beautiful country."

Did you not like Paris?

Yes, Paris is very nice. It is fine for a holiday, but you see more in London.

And you had a pleasant time?

Yes, very much indeed. But the weather was very trying.

What, too cold?

No, we are used to the heat and to the cold, but it is so changeable.

Had you a pleasant voyage?

Oh yes, except after we left Jibutil and entered the Indian Ocean. We were received, partly officially, at Colombo, Singapore, and Saigon.

I suppose the Commission will prepare a report and present it to the Throne?

Yes.

Will the Commission recommend any changes?

We have no power to make recommendations. Perhaps we may make suggestions.

The *Armand Behic* left last night for Shanghai and Hankow, whence the party will entrain for Peking.

EXPENDITURE ON PUBLIC WORKS FOR 1905.

In the current *Gazette* appears the annual report of the Hon. Mr. W. Chatham, Director, of Public Works. It shows that the actual expenditure for the year was $2,378,540.45, or $450,265.38 less than the amount voted. A saving of $45,254.44 was made on personal emoluments and other charges, and this was largely due to the rise in exchange, the estimates having been prepared on the basis of a 1s. 8d. dollar, as against an average actual rate of 1s. 11d. On the annually recurrent works the saving on the original vote was $17,951 94 plus the supplementary vote of $401,750. The principal excesses in the annually recurrent works were, maintenance of telegraphs, $7,589.31, and maintenance of Praya wall and piers, $5,329.33. The former was due to the introduction of metallic circuiting on all the Government telephone lines, rendered necessary by the establishment of the electric tramway service on the trolley system; and the latter to the extension and repair of the public pier opposite Observation Place, Praya East, which it was considered advisable to carry out before the Praya reclamation plant was disposed of. The excesses on these and a few other votes were nearly balanced by savings on others. The total amount voted for extraordinary works was $2,162,197.83, and of this the amount expended was $1,775,138.83, being short of the amount voted by $387,059. The works on which the expenditure fell much below the estimate were—Law Courts, $89,429.50; Post Office, $85,599.75; and Kowloon Water Works, $78,290.56. The principal items on which expenditure occurred in excess of the provision made in the estimates, or for which no provision had been made, were:—Tytam Tuk water works scheme, $39,075.32; Kowloon-Canton railway—surveys and preliminary expenses, $64,463.31; Forming and kerbing streets, $24,746.45; resumptions for widening Salisbury Road, Kowloon, $17,286 75; and rainstorm damages, $12,768.43; gunpowder depot, $20,003.44; miscellaneous drainage works, $14,673.15. The savings and excesses nearly balanced each other, the expenditure only falling short of the amount provided in the estimates by $40,031.17, or less than 2¼ per cent.

The gross expenditure exceeded that of the previous year by $367,102.68, practically the whole of the increase being due to extraordinary works.

DROWNING FATALITY.

A Portuguese, named Augusto Navarro, employed as a clerk by the Hongkong and China Gas Company, was drowned on the 8th July in the harbour. Along with several friends he went to Kennedy town, where he usually fished from the Praya. He entered the water for a swim, and after a little he was seen to be in trouble. However, he sank before assistance could reach him.

PUBLIC BUILDINGS.

Dealing with the Colony's Extraordinary Public Works, the Hon. Mr. W. Chatham writes as follows concerning the undermentioned buildings :—

Central Police Station,—This work was completed and handed over to the Police at the end of May. The additional accomodation afforded consists of two dormitories for Indian Constables (18 beds each); two for European Constables (16 beds each); one for Lance Sergeants (5 beds), and two for Sergeants (2 beds each). There are also a library, a mess-room and a billiard-room and three small rooms for servants. A wide vérandah extends along nearly the entire length of the northern front. The building is of red brick, plastered externally and internally to correspond with the old building of which it forms part. The floors of the rooms are laid with hardwood boarding on hardwood joists and of the verandah with cement concrete on rolled joists. All beams consist of steel rolled joists. The old roof principals, &c.. were used as far as possible and new ones provided where necessary. Several parts of the old building were strengthened in various ways to enable it to support the additional storey, and sundry small alterations in it were effected. The total expenditure under the vote was $33,000 and a further sum of $7,579 for the alterations and strengthening of the old building was charged to the vote "Miscellaneous Works."

Gunpowder Depôt, Green Island. — This work was practically completed at the close of the year. It included the formation of a site on the north-east side of Green Island. 1.13 acres in area, partly by excavating the hill and partly by reclaiming from the sea. To obviate the risk of damage to shipping, &c., from an explosion of the contents of any of the magazines, the site has been protected on the seaward side by a rubble mound, 13 feet in height, faced with pitched slopes and extending into the hill at each end, the magazines being thus completely enclosed. Within the enclosure thus formed, four separate magazines have been built and, in order to limit the effects of an explosion, should one unfortunately occur, they have been separated from each other by mounds of earth 13 feet in height. Each magazine has a floor area of from 2,860 to 2,210 square feet and consists of an ordinary brick building. one storey in height, with tiled roof. The floors, which are of cement concrete, are covered with a layer of asphalt and the windows are protected with iron bars. Access to the depot is gained through an examination room, formed in the enclosing rubble mound, from which covered ways extend to the various magazines. The floors of the examination room and covered ways are also finished with a layer of asphalt. A temporary pier has been erected for landing or shipping explosives and will be replaced by a permanent at an early data. From the depot, a path leads to the quarters for the officer-in-charge and guard, which are about 100 yards distant and protected by an intervening spur of the hill. The quarters contain 3 rooms for the officer-in-charge, one room for an assistant and another for an office, whilst accommodation is provided in separate buildings for 8 boatmen, an Indian Sergeant and 4 Indian Constables. The establishment of the gunpowder depot and and signalling station on Green Island, in addition to the lighthouse, necessitated the residence of a number of men there and the question of water supply had therefore to be considered. After examination of the possible sources, it was decided to construct a tank to collect some small springs which issue from the cutting made in levelling the site of the depot. A manual pump and line of piping will enable the water to be raised to a tank on the hill at such a level as to supply all the quarters by gravitation, except the signalman's, which are on the summit, 290 feet above sea level. The cost of this work is being defrayed out of the vote "Miscellaneous Water Works".

Harbour Office.—Progress on this work was much retarded by the difficulty experienced in obtaining the granite necessary for the completion of the principal front of the ground storey and it was not until November that all the requisite stone was obtained and set. The other portions of the building which are of brickwork, were, however, pushed forward with the result that the main part of the building was almost completed by the close of the year and most of it roofed in. A considerable amount of the external plastering was done, some of the floors laid and ceilings, which are of timber, fixed and most of the joinery was in readiness for fixing.

Law Courts.—Here also great difficulty was experienced in obtaining a supply of granite, especially during the earlier part of the year, with the result that the progress of the work was slow. Owing to the numerous granite arches extending from the pillars of the colonnade to the main walls, it was not possible to proceed with the brickwork above the level of the first floor until these had been built and every effort was therefore made to get the granite-work pushed on. It may be mentioned that each of the stones in the pillars of the colonnade weighs from 2¼ to 3¼ tons and much careful dressing is necessary to adapt them for setting in the work. Much of the steelwork and concrete forming the first floor were laid early in the year, the internal walls having then reached such a level as to admit of this being done. By the close of the year nearly all the external walls were completed to the same level, the pillars of the colonnade were built to an average height of 16 feet and some of the arches were in progress. The average number of masons employed daily was 124. In addition to the stone set in the work, 129 granite balusters were prepared, bringing the number of these ready for fixing up to 200.

Post Office.—The contract for the foundations was nearly, but not quite completed, completion being delayed by the undertaking of additional work. One of the principal items was the covering of the entire area of the basement with asphalt, which was also carried up the outside of the main walls, so as to prevent the percolation of tidal or subsoil water into the basement rooms, which are to be used for the storage of mails, etc. The asphalt was laid on a layer of lime concrete 12 inches thick and was covered with a layer of cement concrete, 6 inches, the thickness of the asphalt being ¾ inch. It was also decided to make provision for a clock tower in the building and this necessitated some alterations and additional work in connection with the foundations. This delayed the completion of the contract. The total number of piles driven has been 1,808, of an average length of 44 feet 6 inches. A contract for the superstructure was entered into with Messrs. Sang Lee & Co. on the 1st August. A quarry from which suitable stone could be obtained for the work was selected at Ngau Tau Kok, in New Kowloon, and a considerable amount of preparatory work was carried out to enable a good supply to be obtained, a quantity of roughly-squared blocks being in readiness to transport to the site when it became available. Some brick and plaster models of the principal parts of the stonework were also prepared.

Prison.—It was not found possible to proceed with this work, but a site in Kowloon, which was considered suitable, was selected. The proposal to erect a prison on Stonecutter's Island was finally abandoned in consequence of its being considered advisable to hand over the island entirely to the Military Authorities.

Volunteer Headquarters.—The erection of new Volunteer Headquarters, which has long been under consideration, was undertaken in June. It was at one time proposed to erect the necessary buildings at Happy Valley immediately to the north of the Golf Club House, and designs for this were prepared, but the the proposal was ultimately abandoned in favour of the site of the old building at the corner of Garden and Lower Albert Roads. The old building was practirely taken down, only some of the basement walls being made use of in connection with the erection of the new one. Fair progress was made with the work, the walls being generally 6 feet above the level of the drill-hall floor, the concreting of which was completed. The cost of the building is being defrayed principally from funds in the possession of the Volunteer Corps, the Government contributing a sum of $5,000 only.

WORK UNDER THE BUILDING ORDINANCE.

Under this heading the D.P.W. reports :—As the result of a more extended acquaintance with the Public Health and Buildings Ordinance of 1903, the plans submitted by architects have been generally in accordance with its provisions, but applications for a modification of one or more of these are very numerous and, as nearly all such applications have to be referred to the Sanitary Board as well as to the Governor in Council, the carrying out of the new Ordinance involves a great deal more work than the old.

Plans.—Plans were deposited during the year for 35 European and 164 Chinese houses, as against 56 European and 156 Chinese houses in 1904. The diminution in the number of new buildings for which plans were deposited indicates a depression in building operations, though there was a large increase in the number of plans for the alteration or extension of existing buildings This increase is, however, in great measure due to the enforcement by the officers of Sanitary Board of those provisions of the new Ordinance which require the opening out of back-yards or the enlargement or insertion of windows in existing houses. No damage of importance was caused to buildings by typhoons or rainstorms during the year. Much attention was given to the quality of the mortar used in the erection of the various buildings which were in progress with the result that, out of 29 samples taken, 7 were found to be deficient in lime. Prosecutions were successfully instituted in all these cases and resulted in the infliction of fines amounting to $1,700. It is hoped that these prosecutions will have a salutary effect in improving the quality of the mortar used throughout the Colony. The Naval Yard Extension and Messrs. Butterfield & Swire's Shipyard Works were in progress throughout the year. In the case of the former, the reclamation, outer quay wall and tidal basin were practically completed and substantial progress was made with the construction of the graving dock. Several of the buildings connected with the scheme were in progress, some delay being caused in the case of the pump-house by the failure of the timbering just as the excavation for the pump-wells, about 70 feet in depth, was nearly completed. In the case of the Shipyard Works, the reclamation and levelling of the site made good progress and the inner portion of the graving dock was completed; work on the entrance, for which a very heavy cofferdam was required, being in active progress by the close of the year.

THE NEW LOAD LINE.

Perhaps it is not generally known that as the result of the new Board of Trade rules an innovation is being carried out which may have far reaching effects on British shipping. Load lines are being adjusted to allow of the deeper loading of vessels, an alteration which was necessary in the interests of owners by reason of the changes which had gradually taken place in the construction of vessels since the previous regulations were framed about twenty years ago, and under this arrangement the British mercantile tonnage will be materially increased. But this does not necessarily apply to Hongkong.

As Mr. James MacDonald, Government Marine Surveyor, informed our representative, there will be no change in the statistics of Hongkong. The statistics of the first port in the world are based on the gross registered tonnage of the ships entering and clearing, and the only alteration will be that vessels, by being allowed to load deeper, can carry more cargo. The gross registered tonnage will of course remain the same. Proceeding, Mr. MacDonald explained that a new type of vessel, the shelter deck type, had established itself since the load line was first introduced. These ships are allowed to load much deeper than they were formerly, under the revised regulations, while the spar deck vessels, to a smaller extent, are permitted to do the same. So that practically it is these two types of vessel that benefit. When the rules came into operation, owners at home cabled to their agents abroad to have the load lines of their ships altered, but in one case, that of the

Twickenham, members of the crew objected, as the new conditions violated their agreements.

The Harbour Master (Hon. Captain L. A. W. Barnes-Lawrence), interviewed by our representative, said that the adjustment of the load line raised some difficulty, as in vessels which had sailed from Britain prior to these new Board of Trade rules coming into operation the men pointed out that any alteration made on the load line violated their agreements. Doubtless many were making this a pretext for getting clear of the ship and sent home, There was really no question of safety involved. Owners on the one hand were anxious to take advantage of the new conditions at once, but of course he had to point out that unless the alteration was entered in the agreement with the men he could not recognise it. In other words the consent of the men who had sailed under agreement must be obtained, otherwise they cannot be compelled to remain on the ship. Therefore the old mark must hold good until authority is obtained to alter the load line. On the subject of the shipping statistics Captain Barnes-Lawrence remarked that if the ships could under the new conditions carry more cargo then shippers might do with fewer vessels. The tendency nowadays was to employ larger ships, and this result was not impossible. But the whole thing was very problematical. We might get bigger ships and more of him. Doubtless the return of the tonnage of cargoes in Hongkong will be effected by the alteration, and therefore, indirectly, the tonnage of vessels will be diminished. If ships are enabled to carry about 250 or 300 tons more it might naturally follow that the employment of fewer ships might be considered.

Mr. Lambert, Lloyd's Agent, did not feel free to discuss the question, but pointed out that as the deck construction of modern vessels gave a greater buoyancy than was possessed by the older ships it was only fair to owners that there should be a greater cargo space commensurate with this greater buoyancy reserve. The alteration of the load line was a perfectly natural sequence to the changes that had gradually been introduced in the construction of ships since the last rules were framed by the Board of Trade.

Our representative's next call was on Mr. W. J. Saunders, manager of the Union Insurance Society of Canton, Ltd. Asked as to the possibility of an increase in insurance risks in consequence of the adjustment of load lines, Mr. Saunders said there had been no suggestion of putting up rates at present. Possibly, after a few strandings of the deeper draught vessels the rate might be increased, but at present nothing would be done, as if one company attempted to advance rates the business would be passed over to others. The deeper draught would certainly have adverse influence on strandings, as a vessel with the new load line was liable to strike a rock which a ship with the present draught would pass over. In conclusion, Mr. Saunders jocularly remarked that the underwriters would like to see more strandings, as it was their only opportunity of making money.

FIRE ON THE "TAMING."

About half-past eight o'clock on the 8th July, the alarm was given for a fire on board the China Navigation Company's steamer *Taming*, which runs under the command of Capt. A. W. Outerbridge between Hongkong and Manila. She was lying alongside the Kowloon Wharves. The chief officer (Mr. A. J. Scott) noticed smoke coming up the main hatchway, and having given the usual alarm and hoisted the fire signal, promptly had the ship's hose pouring water on the fire. A smart response to the fire signal was made by the captain, officers and engineers of the H. A. L. steamer *Ithaka*, who brought their hose and rendered most valuable service. Subsequently, other help arrived, including the government firefloat with one large hose. The fire was extinguished before eleven o'clock, by which time there was four feet of water in the hold, which contained about 150 tons of general cargo.

THE KOWLOON-CANTON RAILWAY.

(FROM OUR CORRESPONDENT.)

London, June 14th.

I was down at the House of Commons on Monday, and in the course of conversation with the member for East St. Pancras had occasion to refer to the Kowloon-Canton railway project, which has apparently passed out of the hands of the Hongkong Government into the hands of the Crown Agents. The outcome of our conversation was that Mr. H. C. Lea put the following questions to the Under Secretary of State for the Colonies on Wednesday:—"Whether he can communicate to the House any information regarding the Kowloon-Canton railway project, especially with regard to that section of the line which will pass through British territory; whether, for a period of about six months, rapid and substantial progress was made in the construction of this section of the line by the Public Works Department of the Government of the Crown Colony of Hongkong; that in the month of April the Colonial Government was relieved of further responsibility in the matter, and that the work is now being continued by a special staff of engineers appointed by the Crown Agents under the sole and direct authority of His Majesty's Colonial Office; and, if so, will he state the reasons for withdrawing the undertaking from the management of the Government of the Colony of Hongkong?"

The reply of Mr. Winston Churchill, which has already been cabled to you, was as follows:—"Negotiations are still proceeding with the Chinese Government for the construction and working of a line from Canton to Kowloon. The British section, which is in active progress, has been constructed from the first under the supervision of the Consulting Engineer, and there has been no change of policy in this respect. All the steps taken have had the full concurrence of the Governor of Hongkong."

It can hardly be said that the reply was satisfactory. Doubtless all the plans for the construction of the British section of the railway were sanctioned by the Colonial Office's Consulting Engineer, and the work has proceeded so far without any change of policy in this respect. But the point of the question was whether the work that had been carried on, satisfactorily enough, by the Public Works Department of the Colony was not now being conducted by the Crown Agents. Whether it is in the best interests of the Colony that this work should be undertaken by the Crown Agents and not by the Colony's own officials is possibly a moot point; but Hongkong, like the Straits Settlements and Ceylon, does not care for the Crown Agents, and its officials are, I think, quite capable of carrying out the constructive as well as the preliminary work in connection with this short railway line.

Neither is it satisfactory to learn that negotiations with China for the construction of the continuation from Kowloon to Canton are only in progress. They have been in progress for a long time now, and it is surely time that a definite understanding had been arrived at.

Mr. H. C. Lea, who put the question to the Under-Secretary for the Colonies, is a new member, and has taken a prominent part already in the discussions of the House. A comparatively young man, for he is only about forty years of age, he has seen a good deal of life and a good deal of the world. He was born in East St. Pancras, and was educated in Germany and France. He enlisted in the Oxford Light Infantry, serving for five years and attaining the rank of sergeant. He then went to America, where he entered the army of the United States, taking part, as he mentioned in the House a few nights ago, in the suppression of the riots in Chicago in the early 'nineties. For a time, he was a sailor on the great inland lakes of America. Though a rolling stone, he managed to acquire a fair competency before returning to this country to settle down as the proprietor of a trade journal. Mr. Lea made his maiden appearance in the House as a supporter of Mr. Swift MacNeill's protest against flogging of boys in the Navy, a practice that has since been suppressed. He is a fluent speaker, especially on social subjects, and acquired a capital platform style during the period he was nursing the East St. Pancras Division. This Division had not been represented by a Liberal since 1885; but Mr. Lea turned a minority of about 900 into a majority of nearly 2,000 at the last General Election. He takes a prominent part in Freemasonry, and is expected to go far in Parliamentary affairs. Mr. Lea is a member of the Junior Athenæum, Reform and National Liberal Clubs.

CANTON.

[FROM OUR CORRESPONDENT.]

July 9th

CHINESE MILITARY METHODS.

Admiral Li-tsun, a friend of the Viceroy, has been appointed commander-in-chief of the Kwangtung troops. He knows nothing whatever of soldiering, and very little of navy work. Recently two Chinese subalterns, for breach of discipline, had each an ear cut off.

CUSTOMS CONTROL.

It is reported that the authorities are officially notified that T.E. Tit Liang and Tong Shan-yu have assumed effective control of the I. M. Customs.

THE HANGFIRE RAILWAY.

Further delay may be counted upon, now that it is known the engineer appointed by the Viceroy is engaged elsewhere, and cannot come. —The Viceroy goes to Whampoa to-day, with a bodyguard of eighty soldiers.

ELECTRIC TRAMS

An engineering student just returned from America has been ordered to survey the reclamation bund for an electric tramway. The Viceroy intends to invite tenders of rolling stock, etc.

MACAO.

[FROM OUR CORRESPONDENT.]

July 11th.

AN UNEASY SUSPICION.

The Government has appointed a committee to go from house to house for the purpose of taking notes about the monthly rentals. What is the object of this? Probably to increase the tax. If such is the case it is indeed a hardship which they are imposing on the poor inhabitants of this city. The revenue of Macao is more than ample to meet expenditure, and no extraordinary expenditure is contemplated for the improvement of the city, so the tax on house rents should be reduced instead of being increased.

AN "AMERICAN BAR."

A new concern has sprung up in the Rua Central under the above designation. The locality does not seem appropriate for a business of this sort.

THE ELECTRIC LIGHT AGAIN.

"Hope deferred maketh the heart sick." We are still without good light.

POSTAGE ON LETTERS.

Why are letters from Macao to Hongkong and Canton made to pay three cents postage while those coming from those places pay only two? Some time ago the postage from here was the same as from Hongkong and Canton. Why has it been increased?

RECLAMATION WORK.

The work on 150 metres of reclaimed ground under the "Boa Vista" Hotel is proceeding very fast, and soon the inhabitants of Macao should have a very pretty "praya" on which to promenade.

DETERMINED ATTEMPT AT SUICIDE.

On the 9th July as the *Heungshan*, returning from Macao, approached the wharf, a Chinese woman leaped overboard into the water. P.C. Cooper, who was on the wharf, leaned down and caught the woman by the hair, but she resisted so strongly that a coolie had to enter the water and keep her from going under the wharf. Ultimately she was got on shore, but made another attempt to throw herself into the harbour. Finally, she was taken to the Police Station, and as the medical examination showed she was insane she was removed to the asylum.

CORRESPONDENCE.

SOME HONGKONG NUISANCES.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—"Heigh! 'Sha! HEIGH! 'SHA!" No one has ever perambulated the Hongkong level, even for a few yards only, without being annoyed by this raucous crescendo. It is not only irritable or nervous people who suffer: Job himself would be tempted to throw his potsherds at the rascals who, with malicious satisfaction, continue the chorus until the victim makes some demonstration. It usually happens that one has to "run the gauntlet," the coolies at one end of the line taking up the teasing task while the others enjoy their laugh. Those just outside this Club are as bad as any, but although many members complain, none seem to think there can be a remedy.

Could not the authorities here treat the ricsha coolies as cabby is treated in London? Forbid him to tout. Let the first on the stand be the first to be taken. Forbid this hailing of pedestrians, and provide a summary punishment for offenders.

Another nuisance is encountered anywhere between the Club and the Post Office in the evenings, when every few steps one is annoyed by a dirty gamin thrusting an evening newspaper under one's nose. There is no getting away from these human mosquitos; and they and the ricsha coolies together make one feel like the housemaid in "Pickwick", who remarked, "Arter all, there's nothing like sleep", and took an eggcup-full of laudanum.

In this case the good sense of the newspaper proprietors should abolish the nuisance, for I cannot believe that such methods increase their sales.

Then there are the steam launch whistles, of which there appear to be hundreds on the harbour, the mildest note of which is modelled on the cry of a maniac mother robbed of her imaginary baby; while others make one think of Gargantua as a schoolboy, experimenting with a mammoth slate-pencil on a Brobdingnagian slate. Now permit me to say, sir, after a long sea experience, that there is no need whatever (no purposes of navigation) for most of this hullabaloo. I am not speaking of foggy weather, of course. In the finest of weather the Chinese coxswain is like the barnyard fowl. One hen cackles the rest join in: one launch whistles, all the others within hearing hasten to provide a sort of Greek chorus.

It is worth noting that men-o-war launches moving in the harbour very, very seldom blow their whistles, and if they can run without accident, why cannot privately-owned launches do the same? Severe treatment of Chinese coxswains caught needlessly adding to the pandemoniac chorus is the only suggestion I have to offer here; but let it be severe!

Faithfully yours,
N. O.

Hongkong Club, July 7th.

[Our esteemed correspondent has by no means exhausted the catalogue of nuisances. Perhaps the authorities will be properly impressed and spurred to action if somebody reminds them of the savant's postulate that "a man's intellectual status is in an inverse ratio to his toleration of noise". We do not altogether accept it ourselves, having noted that even congregations of intellectuals find in the making of noise a natural expression of their noblest feelings. Kings and princes enjoy salvoes of artillery, salvationists are uplifted by the cornet and the drum, and that unmusical concerto, "For he's a jolly good fellow", is often sung by le islators and judges. But the intellectual status of the Chinese coxswain is not in question, and we can sympathise with N.O.'s plea for a boiling oil treatment. Really, all unnecessary noises should be combatted with the earnestness of the Sanitary Board as applied to plague germs. In this connection, we would ask if the post-office coolies could not be persuaded to wheel in the early morning mails without their customary "capstan-shanty". It is pleasant to see labour tackled with cheerfulness, but for the weary night-worker to hear it at six a.m. is another thing. There are others. The two policemen who take shelter in the doorway and chatter in the miscalled "silent watches of the night"; and the house-boy next door who *will* "jodel" while we are trying to prepare a thesis—these and others will be remembered; but in the meantime let the authorities devote special attention to those mentioned by "N.O.", and to the coolies who push the morning mail-cart.—ED.]

THE HARBOUR ABLAZE.

Residents of East Point witnessed quite an unusual sight on July 12th, when a considerable expanse of water in the harbour was covered by flame. This phenomenon occurred through waste oil which is supposed to have been drained from the oil tanks of the Dutch Petroleum Works into the harbour. The crews of a number of junks and sampans in the vicinity were burning grass off the bottoms of their vessels, and some hot ashes falling into the water, the oil instantly ignited. To escape the vessels in the vicinity had to "up anchor" and get under weigh with all possible speed. One sampan was burnt, and another considerably damaged, while Gordon's Wharf was saved from destruction by the prompt appearance of the Fire Brigade from No. 2 Police Station. The blaze was of short duration, but the damage might have been considerable had it not been for the concerted action of the Chinese on the spot who rendered excellent service in fighting the flames. The fire was first witnessed at the Bay View Police Station, from which a telephone message was despatched to No. 2 Station. The brigade were soon in attendance, but with the exception of the wharf the fire had burnt itself out on their arrival.

H. & S. BANK DIVIDEND.

We are officially authorised to state that subject to audit the directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a dividend of £1 15s. per share, add to the reserve fund $750,000, and carry forward about $1,700,000.

REVIEW.

The Philippine Islands, by JOHN FOREMAN, F.R.G.S. Shanghai, Hongkong, Singapore and Yokohama: Kelly and Walsh, Ltd. 3rd ed.

To attempt now to praise "Foreman's Philippines", as this book is now popularly called, would indeed be to paint the lily. The appearance of a third edition is in itself an indication of the general verdict, and it will be sufficient to say, from a reviewer's point of view, that this edition shows signs of having been most carefully brought up to date. In addition to careful revision throughout, all the facts of public interest and importance that remained to add have been included.

For the benefit of those unfamiliar with the work, however, we may repeat that there is scarcely any branch of knowledge relating to the Philippines to which they will fail to find adequate reference somewhere within these six hundred pages. Politics, geography, ethnography, sociology, commerce, botany, history, exploring reminiscences, these and other matters are faithfully reviewed, by an author singularly capable. It is as informing as an encyclopœdia and as interesting as the Pickwick Papers. There is something very fascinating in the way he tells of the old Spanish, Chinese, and British invaders, who went among bloodthirsty and valiant people, not with scientific weapons of precision, but sword in hand, man to man, blade against blade, and performed so prodigiously. Those were the days when he might keep who had the power, and he might take who could. The Spaniards had not been established five years in Manila before they begged permission of their King to conquer China. And yet it was not so very long ago; and the hints that Mr. Foreman gives of monastic dominance and priestly doings vividly recall the earlier days and ways of which Rabelais, Boccaccio, and others have left records. What a change now for the Filipinos, their masters no longer pious, superstitious, throat-cutting cavaliers, but moral-maxim-spouting, hustling get-rich-quick men. The Filipino, still largely influenced by hereditary fondness for the "sweet-do-nothing", may well feel that he has stepped from the fire into the frying-pan. Mr. Foreman very fairly appreciates what both nations have done for the Filipino. All is not plain sailing for the democratic ideal, however. The "doctrine of equality of races", misunderstood: and exaggerated, is "a theory which [the Filipino] proletariat has interpreted by a self-assertion hitherto unknown, and a gradual relinquishment of that courteous deference towards the white man formerly observable by every European. This democratic doctrine, suddenly launched upon the masses, is changing their character. The polite and submissive native of yore is developing into an ill-bred, up-to-date, wrangling politician", with the only-to-be-expected result that democratic America has to use Spanish coercion to inculcate its ideals. Even to do good to others, it seems still necessary to use force. The embryo angels have to pay taxes for their sprouting wings. Others than the Americans have to learn that "it is quite impossible for a race born and living in the Tropics to adopt the characteristics and thought of a Temperate Zone people". The principles of liberty are not appreciated by all Europeans; they certainly do not appeal to Asiatics, "according to whose instinct every man dominates over, or is dominated by, another".

Few things could bring us into closer touch with our Chinese friends than chapter IV., which unfolds the history of Li-ma-hong, the Chinese Drake or Frobisher. Quite fascinating is the story of his attempt to capture Manila, but we have qualms with regard to his policy of staying aboard while he sent men to fight ashore. Still the fighting Spaniards counted him a notable foe.

Mr. Foreman is excellent on the psychology of the native, and lack of space alone is in the way of free quotations. The same consideration enables us to resist the temptation to argue with him on his suggestion that Asiatics are insensible to what we call the beauties of nature (p 173). His book is one that should be acquired and kept for frequent reference; it is unlikely that any purchaser will regret the outlay. It may be mentioned that, although the introduction is dated September, 1905, the author has included matters relating to the islands that bring the history well into 1906, even the transfer of Mr. Luke E. Wright to Tokyo as the first ambassador being noted.

BRITISH SHIPPING TO JAPAN.

AN EASY FIRST

One of those coloured diagrams with which the Japanese so skilfully illustrate their statistics appears in the Monthly Report of the Yokohama (Japanese) Chamber of Commerce. It shows in a startling manner the fluctuation of foreign and native tonnage employed in the last five years. In 1901 British ships were delivering about 105 million yen worth of goods, while Japanese bottoms delivered about fifteen millions less. German ships carried thirty-five millions. The value of goods taken away was respectively eighty, ninety-two, and forty-seven millions. In 1903 British imported nearly 135 millions, while Japanese bottoms delivered 110 millions. Exports were, British ninety millions and Japanese 117 millions. German figures were about the same as in 1901. In 1904, naturally, the Japanese tonnage dropped to insignificance. British bottoms brought goods value nearly 220 millions, and took away in exchange 155 millions. German imports and exports stood nearly level at fifty-five millions. In 1905 the figures, expressed in millions of yen, are remarkable. They are: Imports—Japanese twenty, British 310, American forty. French thirteen, German 67, and Norwegian 22 millions. Exports respectively are put down at 45, 130, 45, 15, 40, and 30 millions.

According to a Peking despatch, dated June 23rd, influential French financiers intend visiting China shortly for the purpose of establishing banks at Peking and Tientsin.

COMMERCIAL.

TEA.

Hankow, 4th July, 1906.—Business reported since the 27th June, is as under:—

	1906. ½-Chests.	1905. ½-Chests.
Settlements	9,069	11474.

The following are statistics at date compared with the corresponding circular of last season, viz., 5th July, 1905.

Hankow Tea.	1906. ½-Chests.	1905. ½-Chests.
Settlements	291,071	347,408
Stock	81,487	54,047
Arrivals ...	372,558	401,455

Kiukiang Tea	1906. ½-Chests.	1905. ½-Chests.
Settlements	148,432	156,260
Stock	13,790	25,366
Arrivals ...	162,222	181,626

SILK.

Canton, 16th June:—The situation is unchanged; on one side, eager competition among buyers for a very reduced stock; on the other side, great excitement among holders. Country prices continue to rule very high, and at present exchange rates show a laying down cost which Foreign buyers are unable to approach both for Raw and Waste Silk.—Stock of Silk in Canton: 300 bales.

OPIUM.

Hongkong, July 12th.

Quotations are:—Allowance net to 1 catty.

Malwa New	$950	to	—	per picul.
Malwa Old	$1000	to	—	do.
Malwa Older	$1050	to	—	do.
Malwa Very Old	$1100	to	—	do.
Persian Fine Quality	$750	to	—	do.
Persian Extra Fine	$800	to	—	do.
Patna New	$882½	to	—	per chest.
Patna Old	$852½	to	—	do.
Benares New	$807½	to	—	do.
Benares Old	$—	to	—	do.

RAW COTTON.

Hongkong, 13th July.—Fair business at last rates. Stock about 1,200 bales.

Bombay	$18.00	to	$20.00	per pcl.
Bengal (New), Rangoon and Dacca	21.00	to	23.50	..
Shanghai and Japanese	26.00	to	27.00	..
Tungchow and Ningpo	26.00	to	27.00	..

Reported sales, 225 bags.

COAL.

Messrs. Hughes and Hough, in their Coa Report of 28th June, state that 20 steamers are expected at Hongkong with a total of 80,200 tons of coal. Since June 28th, 15 steamers have arrived with a total of 51,000 tons of coal. The Report also states that the market generally remains very quiet.

Cardiff	$15.00	ex-ship, nominal.
Australian	$9.50	to $10.25 ex-ship, steady.
Yubari Lump	$12.00	nominal.
Miiki Lump	$12.00	nominal.
Moji Lump	$7.25	to $10.00 ex-ship, steady.
Moji unscreened	$7.50	to $8.50 ex-ship, steady.
Aknike Lump	$9.50	to $9.60 steady.
Bengal	$9.00	to $9.75 nominal.

YARN.

Mr. P. Eduljee in his report, dated Hongkong, 13th July, states:—A sudden demand from the country has set in, and a fairly large business is in course of transaction. Buyers, after holding off for a considerable time, appear to have accepted the situation, but strenuously stand against any advance in price; holders on the other hand appear willing sellers and are meeting buyers freely. Quotations are unchanged. Arrivals during the interval have been large and with smaller off-take stocks show a small increase on last estimate. Deliveries show considerable improvement, but are solely confined to cheap yarn, the old high priced purchases of the beginning of the year being still neglected. The panic amongst some dealers still continues, but a temporary lull is for the moment being experienced. Bombay is reported strong.

Sales of the interval aggregate 7,238 bales, arrivals amount to 14,888, stocks estimated at 80,000 and sold but uncleared goods 45,000 bales.

Local Manufacture:—No business is reported.

Japanese:—Sales of 200 bales No. 20s at $128½ and of 30 bales No. 16s at $123 are reported.

Raw Cotton:—Is steady, but there is very little doing in either Indian or Chinese kinds, the only sale reported being that of a parcel of 150 bales Superfine Bengal at $23. Stocks 2,000 bales Indian and 275 bales Shanghai. Quotations are Bengal $20 to $23 and China $22 to $24½.

Exchange on India has fluctuated slightly and closes firm to-day at $158½ for T T and Rs. 158¾ for Post. On Shanghai 72½ and on Japan 103½.

The undernoted business in imported and local spinnings is reported from Shanghai during the fortnight ended the 7th instant, viz:—

Indian:—Market lifeless during the first part of the interval. Subsequently a change for the better has taken place, and sales of close upon 25,000 bales, both spot and to arrive, have been effected at an advance of 1 to 3 taels. Estimated stock 95,000.

Japanese:—Total sales about 5,000 bales on the basis of Tls. 86½ to Tls. 94 for No. 16s and Tls. 97 to 105 for No. 20s, prices showing an improvement of 1 to 2 taels. Close strong.

Local:—Have participated in the general improvement and contracts of about 8,000 bales have been entered into at Tls. 83 to 87 for No. 14s and Tls. 85 to 87½ for No. 16s.

PIECE GOODS.

Messrs. Noel, Murray & Co.'s Report on the Shanghai Piece Goods Trade, dated Shanghai 5th July, 1906, states:—The weather did not remain settled very long after we wrote our last report, and for the best part of the interval it has been very typhoony and the rains worse than ever. This has naturally much interfered with trade, besides which the first two days of the week were Bank Holidays. However, these interruptions do not appear to have affected the Natives so much as might have been expected, for orders from both the West and North began to come in with some freedom, and found a market only too willing to entertain business. At first a few thousand bales were taken at the low prices recently current, but soon holders gained heart and asked for an advance, and it is estimated that the later purchases amounted to 25,000 bales. In American goods that have been sold by second hand holders prices show an advance of from two to three mace. The demand at first seemed to be for Drills for the Hankow market, but this was soon followed by purchases of sheetings for Chefoo and Kiaochow, and Tientsin followed suit. Although the market in Newchwang is said to have improved no orders have been received from thence, on the contrary, it is reported goods were bought there for reshipment to this market and have been resold here for other markets at a handsome profit. In English makes the enquiry has continued very dull, though the payments for goods due at the close of the half-year were on a fairly free scale, but we fancy a large amount of renewals of drafts had to be arranged. Exchange keeps uncomfortably high and is the principal cause of the want of considence in the market. An improvement is noticeable in the freight applications both for the River and Coast Ports. The Native Merchants are buying from hand to month from stock and shipping it off, but there is not the slightest disposition for forward business. There is little enquiry for either Corea or Newchwang, the merchants for home markets holding fair stocks here waiting for a chance demand to appear. The Manchester Market is still quiet, but perhaps a trifle firmer. There is little or no enquiry for China and the Export figures are getting lighter, being only 24,000,000 yards of Plain Cottons for the month of June to China and Hongkong, but the shipments of Yarn to Shanghai have increased to 1,500 bales. The Liverpool Cotton market is easier for both staples, Mid-American being 6.06d., and Egyptian 10¼d. There is still a great lack of news from the States, both as regards the market for Piece Goods and the new Cotton Crop, but concerning the latter the usual rumours of damage at this period of the growing are being promulgated. The market for imported Yarns has been more active and prices are firming up at last. The continuous rains must have a bad effect on the Cotton Crop here, and that, as much, if not more than the small amount of buying that is being done by the Mill, is no doubt causing the advance in prices. Returns of Stocks.—We are pleased to hear these are being made with very commendable promptitude, and it is hoped they will be completed in time for publication in our next. What demand there is from first hands for Manchester goods is still being supplied by the Auctions. Prices have ruled very irregularly and it is difficult to say whether it betokens either an upward or downward movement. Grey Shirtings.—The private market as regards sales remains a blank. At Auction 7 lbs. and 8.4 lbs. were mostly easier. The heavier makes were lower with few exceptions, anything over 12 lbs. being weak. White Shirtings.—The 64 reels all went in favour of the sellers at Auction, but the buyers had the advatages in the finer and heavier makes. T-Cloths and Jeans.—The small lots of these two makes at the Auctions show a slight improvement. Drills.—English and Dutch makes are not receiving any attention, but holders of the large stock of American have welcomed the appearance of a demand for the Upper Yangtsze, and though there are many anxious sellers it is satisfactory to see prices have a firmer tendency.

MISCELLANEOUS EXPORTS.

Hankow, 4th July, 1906:—The prices quoted are for the net shipping weight excluding cost of packing for export:—

	Per picul.
Cowhides, Best Selected	Tls. 36.00
Do. Seconds	„ 31.00
Buffalo Hides, Best Selected	„ 17.50
Goatskins, untanned, chiefly white color	„ (nom.)
Buffalo Horns, average 3-lbs. each	„ 8.00
White China Grass, Wuchang and/or Poochi	„ 12.50
White China Grass, Sinshan and/or Chayu	„ 11.75
Green China Grass, Szechuen	„ 13.00
Jute	„ 5.50
White Vegetable Tallow, Kinchow	„ 10.50
White Vegetable Tallow, Pingchew and/or Macheng	„ 10.30
White Vegetable Tallow, Mongyu	„ 9.50
Green Vegetable Tallow, Kiyu	„ 9.00
Animal Tallow	„ 10.00
Gallnuts, usual shape	„ 15.60
Do. Plum do.	„ 18.50
Tobacco, Tingchow	„ 9.00
Do. Wongkong	„ 11.00
Black Bristles	„ (nom.)
Feathers, Grey and/or White Duck	„ („)
„ „ „ Wild Duck	„ („)
Turmeric	„ 3.50
Sesamum Seed	„ 4.00
Sesamum Seed Oil	„ 7.50
Vegetable Tallow Seed Oil	„ (nom).
Wood Oil	„ 8.40
Tea Oil	„ 10.00

Per steamer *Zieten*, sailed on 5th July. For Suez:—100 cases cassia, 1 case grass cloth. For Naples:—150 bales waste silk, 100 cases cassia. For Genoa:—450 cases cassia, 62 bales raw silk, 10 cases camphorwood trunks. For Antwerp:—50 bales bamboo, 7 cases blackwoodware. For Antwerp or Rotterdam:—99 bales feathers. For Rotterdam:—107 bales canes, 100 matted packages tea. For Bremen:—105 rolls matting, 100 bales feathers. For Hamburg:—235 bales feathers, 90 rolls matting, 23 cases blackwoodware, 4 cases feathers. For London:—100 cases palm leaf fans. For Copenhagen:—12 cases bristles.

Per M. M. steamer *Tourane*, sailed on 10th July. For Marseilles:—158 bales raw silk, 150 bales waste silk, 1 case silk piece goods, 58 packages human hair, 6 cases feathers, 110 bales bamboo, 9 cases provisions, 5 cases cotton goods, 114 packages tea, 8 cases ylang ylang, 4 cases hats, 4 cases sundries. For Lyons:—210 bales raw silk. For Milan:—20 bales raw silk.

HONGKONG QUOTATIONS.

Hongkong, 4th July, 1906.

Apricot	$30	to	—
Borax	$21	„	—
Cassia	$18	„	—
Cloves	$34	„	—
Camphor	$135	„	—
Cow Bezoar	$120	„	$130
Fennel Seed	$9	„	—
Galangal	$5	„	—
Grapes	$17	„	—
Kismis	$18	„	—
Glue	$24	„	—
Olibanum	$6.17	„	—
Oil Sandalwood	$250	„	$325
„ Rosa	$50	„	$160
„ Cassia	$157	„	—
Raisins	$10	„	—
Senna Leaves	$2	„	$5
Sandalwood	$28	„	$30
Saltpetre	$10.50	„	—

SHARE REPORTS.

HONGKONG, 13th July, 1906.—There has been a little more movement in the market during the week, and a comparatively fair business has been put through. The transactions have been chiefly of an investing nature, and to some extent dependent on the dividend money shortly coming in. Rates have ruled fairly steady, and "bed rock" in many of our stocks appears to have been reached. Exchange on London 2/1⅛ T.T.; on Shanghai 72½.

BANKS.—Hongkong and Shanghais have continued to rule firm and a demand at the improved rate of $822½, and later at $825 and $830, has failed to bring any shares on the market, the market closing firm at the last rate. The Corporation announces, through the local press, that subject to audit the directors propose to pay a dividend for the half-year ending 30th June of 35/-, to place $750,000 to reserve, and to carry forward about $1,700,000. This satisfactory result of the half-year's working shows an improvement on the corresponding period of last year. Nationals remain unchanged and without business.

MARINE INSURANCES.—With the exception of sales of Yangtszes at $172½, we have nothing to report under this heading. Unions continue in request at $810, also China Traders, and the Certificates of the latter. Cantons remain quiet at quotation and without business.

FIRE INSURANCES.—Hongkongs have been placed during the week at $132½ and close in further demand at that rate. Chinas have been enquired for at $86, but with no shares forthcoming the rate closes at $86½ with no sellers.

SHIPPING.—Hongkong, Canton and Macaos have maintained their position, and buyers at $27 have ruled the market during the week. A fair number of shares have been placed, but the market closes with a further demand at that rate. Indos have found buyers at $75 cum div. of $4.69.43, paid on the 10th instant, and later at $70 ex div., the market closing steady at the latter rate. China-Manilas remain neglected and unchanged. Douglases have further improved their position, and shares are now enquired for at $43½ without bringing any sellers on the market. Star Ferries and Shell Transports remain unchanged and without business.

REFINERIES.—We have nothing to report under this heading.

MINING.—A few Raubs at $3¼ have been placed during the week. Further than this we have no business to report.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks continue neglected with sellers at $150, and we have no sales to report. Kowloon Wharves have further improved their position to $106, after small sales at $104½ and $105½, the market closing steady at the higher rate. Shanghai Docks improved in the early part of the week to Tls. 110 with buyers, and some business was transacted at that rate, both locally and in Shanghai. At time of closing, however, rates come rather easier from Shanghai and shares are obtainable at Tls. 109, and possibly at ½ point less.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands in the early part of the week ruled weak, and sales were effected as low as $112. On the announcement, however, of an interim dividend of $3½, and reports of a somewhat better working for the half-year, a small demand sprung up, and sales were made at $112½ and $113, the market closing with buyers at $113½. West Points have been negotiated during the week at $51½ and $52. The Company announces an interim dividend of $2, an advance of 25 cents on the previous interim dividend. Hotels have further declined to $125, without sales. Humphreys are enquired for at $11, but we have heard of no sales. Shanghai Lands have improved in the north to Tls. 112.

COTTON MILLS.—We give the latest quotations from Shanghai at foot for the Northern Mill. Hongkongs remain weak at $14 without business.

MISCELLANEOUS.—China Borneos continue in demand without inducing holders to part. China Providents have found buyers at $8.90 and $9, closing with further buyers at the latter rate. Dairy Farms have been placed at $16½, Cements at $28¼ and $28½, and Watsons at $13. We have nothing further to report under this heading.

Closing quotations are as follows :—

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	$200	$100
Banks—		
Hongkong & S'hai..	$125	$830, buyers London, £92
National B. of China A. Shares	£6	$47
Bell's Asbestos E. A...	12s. 6d.	$7
China-Borneo Co.	$12	$7½ buyers
China Light & P. Co.	$10	$10, sales
China Provident	$10	$9
Cotton Mills—		
Ewo	Tls. 50	Tls. 72
Hongkong	$10	$14, sellers
International	Tls. 75	Tls. 58
Laou Kung Mow	Tls. 100	Tls. 72
Soychee	Tls. 500	Tls. 300
Dairy Farm	$6	$16¼, sales
Docks & Wharves—		
H. & K. Wharf & G.	$50	$106, buyers
H. & W. Dock	$50	$150, sellers
New Amoy Dock	$6¼	$18, sellers
Shanghai Dock and Eng. Co., Ld	Tls. 100	Tls. 109
S'hai & H. Wharf...	Tls. 100	Tls. 222½
Fenwick & Co., Geo...	$25	$22, sellers
G. Island Cement. ...	$10	$28½ buyers
Hongkong & C. Gas...	£10	$175, buyers
Hongkong Electric...	$10	$15, sellers
H. H. L. Tramways...	$100	$235, buyers
Hongkong Hotel Co...	$50	$125, sellers
Hongkong Ice Co.	$25	$240, buyers
Hongkong Rope Co...	$10	$29, sellers
H'kong S. Waterboat	$10	$9½
Insurances—		
Canton	$50	$342½, sellers
China Fire	$20	$8½, buyers
China Traders	$25	$98, buyers
Hongkong Fire	$50	$312½, sales & buy.
North China	£5	Tls. 85
Union	$100	$810, buyers
Yangtsze	$60	$172½, sales & sel.
Land and Buildings—		
H'kong Land Invest.	$100	$113½, buyers
Humphreys' Estate	$10	$11, buyers
Kowloon Land & B.	$30	$38, sellers
Shanghai Land	Tls. 50	Tls. 112
West Point Building	$50	$52, sellers
Mining—		
Charbonnages	Fcs. 250	$450, nominal
Raubs	18/10	$3¼
Philippine Co.	$10	$5
Refineries—		
China Sugar	$100	$150, sales & sel.
Luzon Sugar	$100	$20, sellers
Steamship Companies		
China and Manila...	$25	$20, sellers
Douglas Steamship	$50	$43½
H., Canton & M. ...	$15	$27, sales & buy.
Indo-China S.N. Co.	£10	$70, ex div.,
Shell Transport Co.	£1	27/6
Star Ferry	$10	$30, sellers
Do. New	$5	$21, sellers
Shanghai & H. Dyeing	$50	$50
South China M. Post.	$25	$20, sellers
Steam Laundry Co. ...	$5	$6, sellers
Stores & Dispensaries.		
Campbell, M. & Co.	$10	$32
Powell & Co., Wm.	$10	$10½
Watkins	$10	$4¼, sellers
Watson & Co., A. S.	$10	$13, sales
United Asbestos	$4	$9
Do. Founders	$10	$160

VERNON & SMYTH Brokers

Messrs. J. P. Bisset & Co.'s Share Report for the week ending the 5th July, 1906, states:—We have again had two Bank Holidays during the week under review, and in consequence business has been very slack. The feature of the week has been a sharp fall in Shanghai Engineering & Dock Co. Shares on a declaration of Tls. 4 final dividend. Sterling Exchange is still high and as a result sales of all the leading stocks continue for remittances of proceeds to London. The T. T. rate to-day on London is 2/11. Banks.—Hongkong and Shanghai Bank. No business reported locally. Hongkong quotes $820 buyers and the London quotation is £92. 5s. Fire and Marine Insurance. Yangtsze Insurance Shares have changed hands at $175. No business reported in other Insurance Shares. Shipping.—Indos. Shares have been dealt in at Tls. 57 for July, but the market closes weak, and probably not better than Tls. 55 could be got now for July shares. Docks and Wharves.—Shanghai Dock & Engineering Co. Early in the week shares were dealt in at Tls. 113, and 112½ July, and Tls. 116 December, after the dividend was made public, prices fell to Tls. 105 and 107 cash and July. Shanghai and Hongkew Wharves. Business has been done at Tls. 222 and 222½ cash and shares have been dealt in at Tls. 227½ September. Sugars.—In our last report commenting on a transaction which had been published, we made the price of Perak Sugars Tls. 80, but we now find that this was not the meaning of the quotation. The letters C. N. I. being simply added to insure that the buyer would receive the allotment of Kalumpong Rubber Co. Shares to which the old shares are entitled. The present quotation for old Peraks is Tls. 100. Mining.—Weihaiwei Golds. No business reported. Lands.—No business has been reported in these shares since the 14th instant, when the quotation was Tls. 110. Industrial.—No business has been done in cotton shares, but Laou Kung Mows are wanted. Gas Co. Shares have found buyers at Tls. 103, and Shanghai Ice Co. at Tls. 27. Maatschappij, &c., in Langkats. Business has been done at Tls. 227½ cash, Tls. 229 July, and Tls. 232½ September, with a steady market. Stores and Hotels.—Astor House Hotels have been dealt in at $32. Hotel des Colonies at Tls. 16½ July and Tls 17½ August. Weeks & Co. Shares are quoted at $20. Miscellaneous.—Shanghai Electrics have been dealt in at $25. Loans and Debentures. No business reported. Shanghai Land 6 per cent. Debentures can be obtained at Tls. 96 and Municipal 6 per cent. Debentures at Tls. 97.

EXCHANGE.

FRIDAY, July 13th.

ON LONDON.—	
Telegraphic Transfer	2/ 1/32
Bank Bills, on demand	2/ 1 7/16
Bank Bills, at 30 days' sight	2/ 1 1/32
ON LONDON.—	
Bank Bills at 4 months' sight	2/ 1 11/16
Credits, at 4 months' sight	2/ 1 13/16
Documentary Bills, 4 months' sight	2/ 1 15/16
ON PARIS—	
Bank Bills, on demand	266½
Credits 4 months' sight	270½
ON GERMANY.—On demand	217
ON NEW YORK.—	
Bank Bills, on demand	51⅜
Credits, 60 days' sight	52¼
ON BOMBAY.—	
Telegraphic Transfer	158¼
Bank, on demand	158¾
ON CALCUTTA.—	
Telegraphic Transfer	158¼
Bank, on demand	158¾
ON SHANGHAI.—	
Bank, at sight	72⅛
Private, 30 days' sight	73
ON YOKOHAMA.—On demand	103½
ON MANILA.—On demand	103½
ON SINGAPORE.—On demand	10½ p.c.pm.
ON BATAVIA.—On demand	127½
ON HAIPHONG.—On demand	2¼ p.c.pm.
ON SAIGON—On demand	2 p.c.pm.
ON BANGKOK.—On demand	60
SOVEREIGNS, Bank's Buying Rate	$9.40
GOLD LEAF, 100 fine, per tael	$49.50
BAR SILVER, per oz.	30⅞

FREIGHT.

From Hankow per Conference Steamers.—To London and Northern Continental ports 46/- per ton of 40 c. ft. plus river freight. To Genoa, Marseilles or Havre 41/6 per ton of 40 c. ft. plus river freight. To New York (via Suez) 32/- per ton of 40 c. ft. plus river freight. To New York (via Suez) Tea 39/6 per ton of 40 c. ft. plus river freight. To New York (overland) Tea G. $1¼ cents per lb. gross, plus river freight. To Shanghai: Tea and General Cargo, Tls. 1.60 to 1.80 per ton, weight or measurement.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

July— ARRIVALS.

8, Borneo, German str., from Sandakan.
8, Frithjof, Norw. str., from Coast Ports.
8, Gerd, Norwegian str., from Bangkok.
8, Ithaka, German str., from Hankow.
8, Marie, German str., from Sourabaya.
8, Namsang, British str., from Calcutta.
8, Taiyuan, British str., from Sydney.
9, Armand Behic, Fr. str., from Marseilles.
9, Brand, Norwegian str., from Sourabaya.
9, Glenlochy, British str., from Kobe.
9, Hangsang, British str., from Shanghai.
9, Hongkong, French str., from Haiphong.
9, Loongsang, British str., from Manila.
9, Pronto, Norwegian str., from Newchwang.
9, Tourane, French str., from Yokohama.
9, Yangmoo, Korean str., from Kuchinotsu.
9, Yawata Maru, Jap. str., from Australia.
9, Zafiro, British str., from Manila.
10, Anghin, German str., from Bangkok.
10, Anglo-Saxon, British str., from Keelung.
10, Benlarig, British str., from London.
10, Haitan, British str., from Coast Ports.
10, Joshin Maru, Japanese str., from Tamsui.
10, Kumano Maru, Jap. str., from Nagasaki.
10, Progress, German str., from Nauchow.
10, Roon, German str., from Yokohama.
11, Charterhouse, British str., from Sourabaya.
11, Clara Jebsen, German str., from Bangkok.
11, Delhi, British str., from Bombay.
11, Elis. Rickmers, Ger. str., from Bangkok.
11, Glenesk, British str., from Shanghai.
11, Hakata Maru, Japanese str., from Bombay.
11, Hongbee, British str., from Straits.
11, Huichow, British str., from Canton.
11, J. Diederichsen, Ger. str., from Haiphong.
11, Kaifong, British str., from Iloilo.
11, Kamakura Maru, Jap. str., from Shanghai.
11, Kiangping, Chinese str., from Canton.
11, Mortlake, British str., from Java.
11, Rhenania, German str., from Foochow.
12, Chiyuen, Chinese str., from Shanghai.
12, Delta, British str., from Yokohama, &c.
12, Hailan, French str., from Pakhoi.
12, S. Rickmers, Brit. str., from N'chwang.

July— DEPARTURES.

9, Armand Behic, French str., for Shanghai.
9, Daigi Maru, Japanese str., for Yokohama.
9, Johanne, German str., for Haiphong.
9, Kwangtah, Chinese str., for Canton.
9, Masan Maru, Japanese str., for Tamsui.
9, Sierra Monera, Brit. str., for Samarang.
9, Taikosan Maru, Jap. str., for Kuchinotsu.
9, Tosa Maru, Japanese str., for Seattle.
10, Aberlour, British str., for Batavia.
10, Ambria, German str., for Hamburg.
10, Cheangchew, British str., for Amoy.
10, Glenlochy, British str., for London.
10, Liangchow, British str., for Amoy.
10, Meefoo, Chinese str., for Shanghai.
10, Pronto, Norwegian str., for Canton.
10, Shoshu Maru, Jap. str., for Shanghai.
10, Tjimahi, Dutch str., for Batavia.
10, Tourane, French str., for Europe.
10, Yochow, British str., for Shanghai.
11, C. Apcar, British str., for Calcutta.
11, E. of Japan, British str., for Vancouver.
11, Hongkong, French str., for Hoihow.
11, Ischia, Italian str., for Bombay.
11, Ithaka, German str., for Chinkiang.
11, Kalgan, British str., for Shanghai.
11, Kowloon, German str., for Canton.
11, Lydia, German str., for Kobe.
11, Maidzuru Maru, Jap. str., for Anping.
11, Progress, Ger. str., for Kwangchauwan.
11, Roon, German str., for Europe.
11, Taming, British str., for Manila.
11, Victoria, Swedish str., for Saigon.
11, Yawata Maru, Jap. str., for Yokohama.
11, Zingara, Brit. str., for Christmas Island.
12, Benavon, British str., for Bangkok.
12, Benlarig, British str., for Nagasaki.
12, Delhi, British str., for Shanghai.
12, Haitan, British str., for Coast Ports.
12, Kiangping, Chinese str., for Chinkiang.
12, Kohsichang, German str., for Bangkok.
12, Rhenania, German str., for Hamburg.
12, Yangmoo, Korean str., for Moji.

PASSENGERS.

ARRIVED.

Per *Taiyuan*, from Sydney, Mrs. E. Page, Mrs. J. H. Hamilton, Messrs. R. Little, A. Maclean, F. O. Day and E. Chassigneux.

Per *Armand Behic*, for Hongkong from Marseilles, Messrs. Gaudener Abbaya and J. Assam; from Batavia, Mr. S. C. Johnson; from Singapore, Capt. A. Gellan; from Saigon, Messrs. Louis Windser, Logre, S. C. Ismaie and Sandais; for Shanghai from Marseilles, Capt. Jaime, Lieuts. Popp and Dumurest, Mrs. Bourgeois and daughter, Mr. and Mrs. de Greef and two children, Mr. A. J. Harger, Mrs. and Miss d'Aster, Prince Tsai Tse, H.E. Shang Chi Heng and suite; from Colombo, Mr. Montagne Bell; from Bombay, Major H. F. Cleveland, Lieut. and Mrs. Cameron; from Singapore, Mr. K. Baba; from Saigon, Messrs. Bidon, Fontanier, Patras, Darlan, Mr. and Miss Branchetin, Messrs. Chaureck, Lesbaudy and Quillien; for Kobe from Marseilles, Mr. Figii; from Port Said, Mr. Hodjassar; from Bombay, Messrs. Ibrahim, N. C. Ghewala and J. Ogawa; from Saigon, Mr. Saljawalla; for Yokohama from Marseilles, Mr. Dumontier, Col. Nicefere Stuardo, Mr. and Mrs. Forster, Mr. Sayet; from Singapore, Mr. G. Shebuya.

Per *Tourane*, for Hongkong from Yokohama, Mr. Meurer; from Shanghai, Mesdames Felicie and Marie, Messrs. W. J. Bayles, Silva, Mrs. Marie Bernard, Messrs. Setna, Lindberg, Rev. Antonin; for Saigon from Shanghai, Mrs. Thomson, Mrs. Watson; for Singapore from Yokohama, Mr. Willis, Mesdames Therese and St. Joseph; from Kobe, Messrs. J. Yagyu, G. Hada, Mrs. J. Hama, Miss Yamasaki; from Shanghai, Mr. Tarsahaud; for Colombo from Yokohama, Miss Corrie; for Marseilles from Yokohama, H.E. J. Harmand, Messrs. Gallois, Hermanosito, Mr. and Mrs. Loudin, Mrs. Becker and child, Rev. Louis Ribat, Mr. Kerrien; from Kobe, Mr. Benstrite; from Shanghai, Mr. G. P. Brodigan, Mr. and Mrs. Lemiere and two children, Capt. J. Radzinkynas, Lieut. Lanbe, Mr. and Mrs. Francois and child, Messrs. Camus, E. Moutand, Pottier, J. Kosazza, Roudolino, Senechal, Kochecrampe, Cohn, Mrs. L. Tames, Mrs. Teste and child, Messrs. Colonna, Simon, Mrs. H. Kammerling and child, Messrs. Loyer, Moullec, Migneau, Munes, Lebreton, Echasserian, Perhirin, Kerdudo, Le Boym and Aliven.

Per *Yawata Maru*, from Australia for Hongkong, Capt. O'Neil Power, Mr. Geo. Compere, Mrs. F. Allen, Miss M. Kelly, Miss Grey, Mrs. D. J. Blake, Mr. and Mrs. W. C. Dodds; for Kobe, Mr. John F. Duff, Mrs. Schutze, Mrs. T. Ohno; for Yokohama, Messrs. A. B. Williams, K. S. Williams, W. P. Sellar, B. Graser, Mrs. S. de Ping, Messrs. F. Ping and T. Matsuda.

Per *Zafiro*, from Manila, Mr. and Mrs. J. P. Reynolds, Miss C. Cleland, Messrs. J. F. Hoffmeister, E. H. Foot, N. E. Bayless, Mr. and Mrs. Delmar Smith, Messrs. A. P. Wilson, Walter Dennis, Mrs. A. M. Abbott, Messrs. E. B. Rees, S. O'Shea, Chas. W. McDonald, Surg.-Gen. and Mrs. Rixy, Mrs C. M. M. J. James and Capt. H. Deakyne, U.S.A.

Per *Kumano Maru*, from Nagasaki for Hongkong, Messrs. W. Nicholson, G. H. A. Dobbyn and P. Dodson; for Manila, Capt. J. C. Dow, Mrs. H. Deakyn and child, Mrs. E. S. Eby, Miss M. Nickerson, Mr. and Mrs. A. Rudman and child, Messrs. Otto Scheerer, John C. Keefe, Mr. and Mrs. A. B. Young, for Townsville, Mr. and Mrs. C. R. Allen; for Sydney, Mr. S. H. Agnew, Miss Berth Christy, Rev. J. McCarthy, Mr. and Mrs. Geo. Hudson, Rev. L. Martin, Mr. and Mrs. J. K. Mackay, Mr. W. H. Mackay, Miss M. L. Salter, Messrs. A. J. M. Simpson, C. Studholme, Mr. and Mrs. K. A. Taylor, Miss Kitty Taylor, Miss Aline Taylor, Mr. Hemnets; for Melbourne, Messrs. W. R. Furlong, G. Fitzgerald, Mr. and Mrs. Wm. Gladstone, Messrs. G. L. Godfree, A. W. Godfree and W. Lourenson.

Per *Haitan*, from Coast Ports, Messrs. H. P. White, B. W. Walker, Mr. and Mrs. A. M. Santos, Mrs. Parkson, Miss Stella Ozario.

Per *Delhi*, for Hongkong from Marseilles, Messrs. W. T. Hockaday and J. W. Jay; from Bombay, Messrs. D. S. Woo and A. J. Raymond; from Colombo, Mr. W. Kinnaird; from Penang, Mr. T. S. Allen; from Singapore, Messrs. Angus Bairnson and Abdeallie; for Shanghai from London, Messrs. A. McDade, E. W. Everson, Ch. Cameron; from Marseilles, Mr. S. T. Chinchen; from Bombay, Messrs. S. E. and R. E. Toeg; for Yokohama from Marseilles, Mr. and Mrs. Johnston.

Per *Jacob Diederichsen*, from Haiphong, &c., Mr. Heywood.

Per *Roon*, for Hongkong from Yokohama, Dr. Justi and Mrs. E. Hermann; from Shanghai, Messrs. Willems and Fred. D. Cloud, Mrs. A. Papier, Messrs. Palmer and McDowell, Miss Alvers, Messrs. Corji, Tajola and Andreani; for Singapore from Shanghai, Mrs. Sally Horwitz; for Colombo from Shanghai, Mr. and Mrs. G. Hiran, Messrs. Lishman and O. Pike; for Genoa from Yokohama, Messrs. Schlitt and S. George; from Shanghai, Mrs. F. W. Williams, Messrs. Meisch, T. Lamont, Miss B. Greenberg, Mrs. T. McDowell; for Bremen from Yokohama, Mr. v. Kirchner; from Shanghai, Mr. Medinger; for London from Yokohama, Miss Bunting and Mrs. S. Moore; from Shanghai, Dr. Springer, Messrs. Davis and D. Young.

Per *Rhenania*, from Foochow, Mr. Botticher, Mrs. Sureton, Mrs. Kraebel, Mr. and Mrs. Haase, Mrs. and Miss Mayne, Mrs. Silberberg, Capt. and Mrs. Brehmer, Mrs. John Moore, Messrs. P. S. Meyer, Calm, Dr. Seifart.

Per *Kamakura Maru*, from Shanghai for Hongkong, Capt. and Mrs. Harris and two children; for Marseilles, Col. G. Shiba, Major I. Isuno, Lieut.-Col. S. Kikuchi, Major-Surgeon Kawanishi, Lieut.-Comdr. Y. Yamaguchi, Lieut. S. Kawakami; for London, Comdr. T. Matsumura, Miss Edith Kelly, Mrs. Grimble and infant, Mr. J. A. B. Ware.

Per *Delta*, from Shanghai, Mr. and Mrs. Stern, Messrs. Lyon, Becher, Atkinson, Ranger, Low, Flatau, Rev. Graces, Rev. Labarga, Mrs. Gillan, Messrs. Marshall, Learmonth, Carlowitz and K. J. Naronji.

Per *Hailan*, from Pakhoi, &c., Mr. and Mrs. Sequeira.

DEPARTED.

Per *Armand Behic*, for Shanghai, Messrs. J. M. P. do Rozario, J. M. E. Pereira and Fireniano do Rozario; for Kobe, Rev. Pere Guinand; for Yokohama, Dr. and Mrs. C. A. Hayes, Miss Agnes Isabel Dickson.

Per *Tourane*, for Saigon, Mr. W. W. Clark; for Singapore, Messrs. G. Bowack, Albert Kopp, E. Mursaw and R. Little; for Marseilles, Rev. Pere A. Mann, Rev. Pere J. Jordan and Mr. Fortune le Du.

Per *Empress of Japan*, for Vancouver, &c., Mr. D. B. Ellis, Mr. and Mrs. Horder and child, Messrs. P. L. Miller, C. B. Pigott, L. E. Case, Mr. and Mrs. McClymont, Messrs. C. Claridge, Howard, Douglas Graham, Mrs. Blake, Mr. A. McRean, Mr. and Mrs. Woodward and daughters, Messrs. S. L. Driefus, Fred. W. Beauclerk, Dr. Gordon Mois, Messrs. R. Yoneda, J. J. Gast, Col. and Mrs. Goldie, Gen. and Mrs. McLleod, Mr. and Mrs. Edmund James, Dr. Arthur H. Remington, Dr. Pugfus B. Scarlett, Miss Fink, Miss Brandt, the Misses Pilkington, Miss Shelbourne, Mrs. and Miss Dale, Messrs. Fink and Ward, Dr. J. C. McCracken, Mr. D. W. Paton, Miss Fynes-Clinton, Dr. and Mrs. Briggs and family, Messrs. H. Hooker, A. R. Pilkington, G. A. Thompson, Mr. and Mrs. Acton-Adams.

Per *Yawata Maru*, for Japan, Mrs. Schutze, Misses Baylis, Sandes, N. Gray, Blair, Boyle, Mrs. Koch, Mrs. E. Lawless, Miss Langdon, Mrs. Hornby and infant, Messrs. A. B. and K. S. Williams, Lieut. Dill, Capt. R. E. E. Kriekenbeck, Mrs. Blake, Dr. and Mrs. M. J. White, Major and Mrs. H. J. Kelsall, Messrs. Kendrick, John F. Duff, W. P. Sellar, Fukumura, S. Masuko, Mr. and Mrs. Francisco Puig and two children, Mr. and Mrs. R. H. Crofton, Messrs. O'Shea, B. Graser, T. Nagata, Mrs. Kitajima, Messrs. R. H. Wills and T. Ohno.

Per *Roon*, for Hamburg, &c., Miss Bunting, Messrs. Walt. Dennis, F. Eberius, Mrs. M. Gatsonides, Miss Gatsonides, Mr. Gatsonides, Jr., Miss Z. Greenberg, Mr. Rupert Grunshaw, Mrs. J. A. H. Hamilton, Mr. C. W. Heuser, Capt. G. Hillmann, Mr. and Mrs. G. Hiran, Messrs. J. F. Hoffmeister, J. A. Hymans, Mrs. C. M. M. J. James, Mr. J. Lamont, Dr. David Landsborough, Mr. E. C. Lewis, Mrs. J. McDowell, Messrs. P. Meisch, P. A. Meyer, Campbell N. Moody, Mrs. S. H. Moore, Mr. J. Nathan, Mrs. A. H. Ough, Rear-Admiral and Mrs. Rixey, Dr. Springer, Mrs. F. W. Williams.

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